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HONGKONG, SATURDAY, JUNE 12th, 1909.

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inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.
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At Bhanghai on June 6th, the wife of L. CANNING, of a son.

MARRIAGES. At Shanghai June 7th, DENIS EWAST DON SELLY of Ningpo, to Isabella Elizabeth Johns, of Wuhu. At Shanghai on the 7th June, EDITH ANNIE McDonald, t. Wm. Dennis. At Shanghai on June 7th, AGNES CLYDE RICKER,

to DANIEL COATH. At Shanghai on June 7th, JOHN WILLIAM JONES, of the China Mutual Life Insurance . o. Shanghai, aged 29 years

HONGHONG OFFICE: 10A, DES VŒUX ROAD (LONDON OFFICE: 131, FLEET STREET. EC

Hongkong, June 12th 1909.

22 catties of brass from the Kwong Sze Ying MR. LLOYD-GEORGE must be a proud man to-day after having successfully carried through the House of Commons his great scheme of social legislation disguised as a financial measure so that it evades the hostility of the House of Lords. The author of a recently issued book, entitled "The Menace of Socialism," describes Socialism in a happy phrase as " an aspiration linked with an appetite" and combin- B. Meyer, of London, will note that he will be ing "the dream of justice with the secret hope of loot." In the debate on the Budget which took place in the House of Commons we note that Mr. PHILIP SNOWDEN M.P. -whom citizen H. G. WELLS, the famous novelist, counts as one of the sanest leaders of the Socialist movement—was particularly days ago, when the temperature went up to 107 enamoured of this Budget, and he declared to the House that there is no way under Heaven by which you can make the poor belter off except by making the rich poorer. And, putting on the mantle of the prophet, he informed the House that "this Budget is not the last tribute the idle rich classes

of this country will be called upon to pay

The export of Japanese oranges abroad has are told in one report of the debate that grown from Y79,000 in 1897 to Y1,000,000 in this utterance caused "a wave of unrest" 1908. The orangesare chiefly exported to which was even more evident on the Siberia, China, Korea and the United States. Liberal than on the Unionist benches. Liberals may dissent from this view, but the fact that the doctrines counciated by

this Socialist member of the House of Com-

mons underlie the whole conception of the

Budget, and that in the scheme of social legis-

lation the Budget embodies a precedent is

created which is certain to be followed to the

greater disturbance of the security of capital

which is the basis of prosperity in its

widest sense. Whether it will work

all the injury to capital and the industries

alone will show. It has been argued

very forcibly by the Opposition that the

where it will be more secure than in

England?" Germany, Mr. Asquirt told

the House, had to face a financial position

play." Capital might go north and south,

east and west,-it might traverse the whole

of the civilised would-" it would still find

itself confronted with a Finance Minister no

less necessitous than his right hon, friend."

Yet prominent bankers in London are re-

presenting that the flow of capital out of the

that the Income-tax officials at the next

in the income received from home invest-

for the Colonies, speaking at the annual

that half of the holdings outside the United

Kingdom was held in India and the Colonies.

cent.; in 1907 the Straits Settlements ruised

£5,000,000 at 4 per cent., convertible bonds

running for five years; and in 1907

per cent., for the purposes of development.

Those loans are held in England. The cita-

recognise that legislation which drives

capital out of the country does not solve the

The French Mail of the 11th May was de-

The King of Siam has had a most interesting

The Lord Bishop of Victoria will preach at

A fire occurred in the organ loft of the Union

A Japanese trade journal states that the

total number of Japanese cigarettes sold last

year was 167,000,000 in China proper,

At the Magistracy yesterday Mr. F. A.

Hazeland sentenced a native to two months'

imprisonment and six hours' stocks for stealing

Acting-Inspector Watt placed three Chinese

before Mr. F. A. Hazeland at the Magistracy

yesterday on a charge of breaking and entering

No. 48, Bulkeley Street, Kongmoon, and

stealing goods to the value of \$227. The hear-

Those interested in the visit of the Rev. F.

here for one Sunday only. Tomorrow at 11 a.m.

he will preach in the Union Church and in the

evening will conduct the service at the Wesleyan

A heat-wave of unexampled intensity, for so-

early in the season, passed over Tientsin a few

came from the south but subsequently veered

Mr. W. B. Hull, American Assessor at the

Mixed Court Shanghai, has been appointed by

Mr. Knox, Secretary of State, to take over the

judicial duties that have hitherto been performed

by the Consul General, in order to relieve that

official. The appointment will take effect from

ing of the charge was adjourned.

Methodist Chapel, Morrison Hill.

round to the north.

for dealing with the problem of poverty July 1. Mr. Hull will continue to act as

which their riches are responsible for." We American Assessor at the Mixed Court.

Engineering shop.

2,333,000,000 in Manchuria and 456,000,000 in

was done to the organ and fittings to the extent

of Tls. 400 before the fire was extinguished.

problem of poverty, but accontuates it.

livered in London on the 10th inst.

tour round the coasts of his country.

A native who was arrested for being in it is impossible for anyone to disguise possession of 58 rounds of ammunition without s permit, charged at the Magistracy and fined \$150, was re-arrested on Thursday on a charge of armed robbery within the jurisdiction of China. The case will be heard next week.

The demand for beef in Japan has considerably increased recently and the import of Australian cows is scarcely sufficient to meet the ever increasing demand. In view of this, Japanese traders at Yinkow have contracted with the traders at Kobe and Tokyo for the import of Mongolian cows to Japan on a large it feeds that is now anticipated, time scale.

Having heard that the foreigners in Shanghai intend to again hold their Annual Budget will frighten away capital. The Regatta at Henli this year, the vicercy of the Prime Minister's reply to that is "Where is | Liangking provinces has instructed the Shangcapital going to fly to? Where is it going hai Taotai to request the Senior Consult to to find a resting place and a breeding place prevent them from doing so on the ground that Henli is not an open port, and that the boat traffic there is so great that it may easily lead to a disturbance.

Speed, says the Bangkok Times, is a factor in besides which that of England was "child's the competition for the passenger trade between Swatow and Bangkok. Last month the Pitsanulok, which left this port at the some time as the Childar, took the lead from the commencement of the run. She had discharged at Swatow and was twenty miles out on her way to Hongkong, when she met the Childar (with the mails) making for Swatow.

A stabbing affray took place at Shanghai last country, which they regard as inevitable, has Sunday which almost resulted in murder. A already commenced, and it is prophesied sailor from the German gunboat Luchs had an altercation with a sailor from the French cruiser quarter will observe both a marked decrease Alger, and words led to blows. The Frenchman slapped the German, who afterwards hit the ments, side by side with a marked increase other on the head with a bunch of keys, whereupon the former drew a knife and stabbed the in the income returned by conscientious taxpayers as derived from foreign invest- German. Neither of the mens' injuries were of ments. Lord CREWE, the Secretary of State | a serious nature.

A fatal drowning accident occurred at dinner of two Associations of Bankers dealt Woosung early last Saturday morning. Mr. with this topic in a way which suggested | Werner Borsche, who was the victim, was First Lieutenant of S. M. S. Illis, and had only come that if capital flowed out of the United Kingdom it would flow largely into the out to China recently with the draft of 600 reliefs which the N. D.L. s.s. Oldenburg brought British Colonies. He reminded his hearers out for the German Cruiser Squadron. It appears that Lieut. Borsche fell overboard about 4.30 a.m. and though every effort was made to With regard to the Crown Colonies, in 1906 resone him, or recover the body, it was not until Hongkong raised £1,100,000, at $3\frac{1}{2}$ per 4 p.m. that the corpse was found.

A very pretty wedding was celebrated at the Union Church Shanghai last Monday. The Southern Nigeria raised £8,000,000 at a hesses. Snewan, Louis Ewart Donnelly, of Mr. A. R. Donnelly, a well-known resident for trophe which occurred in the Beacon Hill many years at Chefoo and now agent for Messrs. Ehlers and Co., Ningpo. The bridegroom is tion of these facts might serve to indicate that good investments may be had in the British | perhaps one of the best known and most popular Correspondents must forward their names and Colonies, but it is no answer to the arguing of the young men of Shanghai, being apparently appears that the victims proceeded to work too ment that the Budget is having the effect equally at home in the business, sporting and of diverting out of the United Kingdom & Elizabeth (Belle) Johns. daughter of Captain good deal of capital that is needed at home Richard Johns, agent to Messrs. Jardine The Socialist seems to forget that it is a Matheson and Co. at Wuhn. very wide world we live in, and he does not

ILL-TREATING A CHILD.

At the Magistracy yesterday afternoon Mr. F. A. Hazeland heard the case in which a Chinese woman was charged with ill-treating a child eleven years of age.

Inspector Murison prosecuted, and Mr. Reader Harris (of Messrs. Wilkinson and Orist) appeared for the defendant.

Inspector Murison informed his Worship that Central Police Station and informed him that St. Andrews Kowloon to-morrow at the morning the girl would not leave him. She complained of having been beaten.

Complainant told the Court that her mistress had besten her many times with a cane, and in Church, Shanghai, last Monday, and damage cross-examination she stated that she had climbed railings when forbidden to do so. Dr. Koch testified to examining the child,

and he was of opinion that she had received a severe beating. All the bruises had been made within a month.

In cross-examination he stated that he did not think any of the bruises could have been caused by a fall. Any particular one might have been caused by a fall on a pailing.

Defendant was then called to the witnessstand, and stated that the complainant was sometimes disobedient. The bruises on the body of the latter were caused through pinching. while those on the arm were scratches caused through climbing. The cane before the Court On her last appearance at the Magistracy she choruses, are decidedly an attraction. They was bailed out, but did not appear again be-

cause she was sick. to tell me?

Defendant—I had no one to send. Mr. Harris asked his Worship to reconsider

the matter of bail. bruises were the cause of a beating. There was no doubt it was common among Chinese to use the ratten, and his Worship did not think they really appreciated the serious nature of a beating by a rattan. He was quite satisfied that the complainant was a very naughty child indeed and the defendant would have been quite justified in giving her a beating. But the question he had to decide in this case was whether it was excessive or not. If not, it was quite lawful, for a person in loco parentis was quite justified in giving a child a beating, He was clearly satisfied; however, after hearing the the evidence of Dr. Koch, that the beating was excessive. He proposed to take into consideration the fact that the woman's bail of \$50 had been estreated, and would order her to pay a

further fine of \$10

ELEGRAMS.

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FREUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

AMERICAN FINANCIERS AND CHINA.

LONDON, June 11th. Several great American financial institutions are sending an Agent to the Far East to investigate the opportunities for the development of American Finance in China.

A Washington dispatch states that American syndicate with support of the Government proposes to participate in the financing of the Hankow - Szechuan railway. The Government, however, is taking no part in the actual negotiations.

ACCIDENT ON A BRITISH SUB-MARINE.

LONDON, June 11th. An officer and four men have been injured by an explosion of petrol on sub-marine A 4 at Portsmonth.

THE FINANCE BILL.

London, June 11th.

The House of Commons has passed the second reading of the Finance Bill by 366 votes 209.

The Minority included 62 nation-

SILK BOUNTIES. FRENCH

London, June 11th. The French Senate has adopted the Silk Bounties Bill by 211 votes to 5.

CATASTROPHE IN THE BEACON HILL TUNNEL.

THREE MEN SUFFOCATED.

tunnel on Thursday night, causing the death of three Chinese workmen and necessitating the removal of five others to hospital. I as stated, caused the death of three men and half-suffocated five others.

SUPPOSED MURDER ON THE RAILWAY.

Early on Thursday morning, a shocking discovery was made by some coolie women, who were employed on a hillside near the south face of the Beacon Hill tunnel. While removing earth they discovered the body of a man with his skull battered in and a piece of rope made fast round his neck. I ppearances indicate foul a dr. Shellim took the complainant to the play, but the police who are investigating the affair have not yet got on the trail. The murdered man was one of the night gang of coolies employed in the tunnel.

BANDMANN'S "MERRY LITTLE MAIDS" OPERA CO.

An adaptation of the French Opera "Veronique," by Messager was produced last night at the Theatre Royal to a large audience. The piece has a bright merry swing and contains some excellent duets of which, the "Swing Song" Veronique (Miss Florence Beech and Florestan (Mr. G. A. Arnold) was perhaps the

most popular. The scenery on this occasion was most effective and the stage was a veritable wonderland. The swing resembled waving garlands and the soft

tints of coloured lights lent a beautiful effect. To the children considerable credit is due, and their sweet little voices, distinctly heard in the dance prettily with charming natural grace and must be reckoned an undoubted acquisition. Miss His Worship—Why didn't you send someone | Mabel Gregory took the part of Agatha(Madame Coquenard) and in conjunction with Mr Frank Danby as her husband were admirable business like florists and the parts of assistants were taken by Miss Annie Romaine and several His Worship said he found as a fact that the other vivacious, young and talented artists. Mr. Fred Coyne was amusing as the bailiff and the rest of the caste was well represented. There will be a matinee performance of "The Dandy Doctor" at five o'clock this afternoon.

HONGKONG TENNIS LEAGUE. The Table to date is as follows :--

CLUB.		·P.	₩.	, La-	LTO
Craigengower	,,,	2	2	0	4
Y.M.C.A.		2	2	111	4
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THE UNIVERSITY PROJECT. GENEROUS DONATION FROM THE VICEROY OF CANTON.

We have pleasure in giving publicity to the following correspondence transmitted to us by direction of H. E. the Governor by the Hon. Colonial Secretary:-

Viceroy Chang to H. E. The Governor of Hongkong.

9th June 1909.

SI :- The founding of a University at Hong kong is a project which it has been Your Excel lency's earnest and benevolent purpose to set on foot, and I hear with the greatest pleasure of the enthusiasm in subscribing and the favourable prospects of success. I have myself ordered funds to be raised to the amount of \$200,000. This sum is now provided, and can either be forwarded at any time or drawn upon by letter as required; whichever Your Excellescy finds find further funds for the purpose of placing them at Your Excellency's disposal, to help towards the expenses of the University.

The degrees to be conferred by the University, however, are the subject of considerable public attention, and while I am informed that Your Excellency's Government proposes that it should be on a par with Birmingham University, I hope | school for boys. Sometime ago a report was Your Excellency will be good enough to give me |detailed information on what has been decided, in order that I may publish it for the satisfaction of students and subscribers.

I avail etc. (Card of Viceroy)

H.E. the Governor of Hongkong to Viceroy Chang.

11th June, 1909. FIR.-I have received Your Excellency's letter of June 9th informing me of your generous donation of \$200,000 to the Fund for the Endowment of a University here and that you are collecting further funds for this purpose. The receipt of this letter (and also of the manifesto issue by Your Excellency describing the purposes of the University and emphasizing its value to China) has given me the liveliest pleasure, since they affor proof that Your Excellency, whose first care is the interest of China, welcomes this scheme-as one which will confer a benefit on the people, and promote friendship and co-operation in high objects between our respective nations.

Your example and generosity will be an incentive to all, and your name will be identified with the founding of this Institution.

With regard to the question of degrees Your Excellency may rest assured that it is our intention that the standard shall be fully on a par able to arrange details of this matter (which enterprise seems a promising one. A consignwill take time) I shall have pleasure in afford- ment of the oil is expected to reach Macao soon. I have the honour to be,

Your Excellency's most obedient Servant. (Sd.) F. D. LUGARD Governor &c.

His Excellency,The Vicercy of Canton.

"THE PHYSIOLOGY OF A STRONG PURE LIFE."

Mr. Møyer addressed a meeting on this sub-

ject in the City Hall on Thursday night. Prefacing his lecture by a statement regarding the finances of his special work as a lecturer, Mr. Meyer remarked that he always lived by his pen. No monetary benefit accrues to him from the service in which he is now engaged in various parts of the East. he admitted that, to deal with topics of tion, and the difficulties that beset attempts posed a fine of \$1. to deal with these by legislative processes. Mr. Meyer's personal appeals were of the most searching kind. The historic allusions, together with facts and incidents drawn from the history of our own times and known to most persons present, served to illustrate strikingly and lying over N.E. Japan yesterday has moved with peculiar aptness, an utterance which throughout was on the highest plane of thought, feeling and inspiration, calculated, we think, to impress, to warn, and to instruct all who were present.

If for no other reason than his lecture on the · Physiology of a strong pure life" Mr. Meyer deserves well of the Hongkong community. It ishoped to see his subsequent lectures attended by audiences that fill the buildings where they are delivered.

LATEST STEAMER MOVEMENTS.

The P. & O. str. Malta left Singapore for this Port on the 10th instant at 1 p.m., and is due here on the 15th instant at about 4 p.m. The Austrian Lloyd's str. Persia left Singapore for this port on the 11th instant a.m., and I is due here on the 16th inst.

MACAO.

TROM OUR CORRESPONDENT 11th June 1909.

THE EMPTY MUNICIPAL TREASURY. The Leal Senado is still without money to fully meet last month's wages bill. The school teachers and others have not yet been paid, Heretofore it has been the practice of the Senado to observe the feast of St. John the Baptist, which falls on June 24th, but at its last meeting the Senado decided that they could not afford to celebrate the Feast this year, at the expense of the municipal treasury, and so. a public subscription has been started.

All public works which the Corporation has in hand are stopped for want of funds to carry them on. But why the Corporation does not reduce the number of its employes I-do not understand. For instance, in the school for girls there are five mistresses to convenient. Besides this, am endeavouring to teach twenty-eight girls. One class consists, -excuse the Irishism-of one girl; twoother classes have five girls in each; one class has seven pupils, and the largest twelve. I am told that none of the teachers receive less than \$56 a month. One would think that two teachers would be ample in this school. Somewhat similar conditions obtain in the Chinese made by Sr. Silva Mondes, the Rector of the Licen. Nacional, adversely commenting on the efficiency of these schools, but no action seems to have been taken on the report.

THE CITY RUINS. Tourist: How is it that so many houses in

Macao are so dilapidated? Resident: Presumably the Government desires to impress visitors with the fact that this is an ancient city—not a modern growth like Hongkong and the Treaty ports of China.

Tourist: But what can the owners of these buildings be thinking about, letting them go to rack and ruin in this way?

Resident: Oh, well-the owners have no veneration for the ruins. They would long ago have put these houses in repair, or rebuilt, if only the Director of Public Works had been ready to grant the necessary licenses. There is in fact great joy among house owners here just now because of an announcement in the Boletin Official that H.E. the Governor is putting an end to this state of affairs, and we shall soon see the building trade flourishing again in Macao. Therefore the feeling is "Long live Rocadas!'

OIL FIELDS IN TIMO? News has reached here the arrival in Timor of the senior postner in the firm of Mesers. Elliot and Do, the Australian firm which has obtained a concession to bore with that of Birmingham or other first class for oil in the island. Machinery and the staff British University. So soon as I have been to control operations are on the spot, and the Timor will do unto Macao in her days of adversity, as Macao has for many long years done unto Timor. Millions of dollars have been remitted from the government chests of Macao to replenish the coffers of Timor. Macao will hope these favours-made by direction of a benevolent government at Lisbon - will be reciprocated.

THE GOVERNMENT MONOPOLIES. The government is inviting tenders for the resuscitation of the Macao lettery, but it is understood that nobody is desirous of the privilege. For the opium monopoly, however, three or four syndicates are competing,

A DECEPTIVE APPEARANCE.

"Cumsha, Mas'r, Cumsha," a small insignifi cant looking native beggar wailed as he followed Adverting to the special subject of his lecture, three stalwart European policemen along the Wanchai Road on Thursday afternoon. His this kind, necessarily laid him open to much remarks appeared to be addressed more particriticism. They are not of the sort that are cularly to the biggest man of the trio, whom he treated ordinarily or with any degree of characterised as kind-hearted, generous and fullness by religious teachers. His motives good, and felt sure that he would "pai chin." were however clean and pure. All men The officer, however, was not in a generous mood, ought to hear such matters discussed at and ordered the beggar to move on. As the least once in a lifetime by lips that are order, after being repeated several times, was not the service of the pure obeyed, the policeman decided to effect an arrest. God. They are heard of too much and With all the assurance of a strong man too frequently from unclean lips. Mr. he seized the puny gleaner by the shoulder with Meyer then proceeded to treat the subject the object of marching him off to jail, but was from the standpoint of religion and Christianity, somewhat disconcerted to find in the beggar a and delivered an address singularly cogent and man of exceptional strength. In the struggle forceful, and pervaded throughout with the which ensued, the hefty policeman found the spirit of brotherly kindness, which seems to small Chinese to be his match, and the other two be his leading characteristic. The address officers had to render assistance. On the march was instructive for the insight it gave into to the Wanchai Station the beggar created certain aspects of life in great cities; the quite a disturbance, his cries of "save life" speaker drawing upon his own personal ex- soon attracting a large following. However, he perience of life in London. The audience was | was landed in a cell and appeared before Mr. was made to realise at once the danger of moral F. A. Hazeland at the Magistracy yesterday. plague spots in our main centres of popula- After hearing the evidence his Worship im-

WEATHER REPORT

The Hongkong Observatory yesterdays issued the following report: On the 11th at 12.10 p.m.—The depression

away over the Pacific and pressure has increased quickly over the E. and S.E. coasts. The barometer has fallen again over N. China. new depression having appeared over Manhuris. Also a shallow area of low pressure is

lying over the Lower Yangtze Valley. Pressure is high over the Pacific in the neighbourhood of the Bonine. Moderate to fresh S. and S.W. winds may be expected in the Formosa Channel and over the

northern shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:---

Hongkong & Neighbourhood(*) Formosa Channel Same as No. 1. South coast of China between ? Same as No. 1. Hongkong and Lamocks.

South coast of China between Same as No. 1. Hongkong and Hainan ... /(*) S. and S.W. winds, moderate to fresh;

aqually, some showers.

CORRESPONDENCE.

THE COST OF THE RAILWAY. TO THE EDITOR OF THE HONGKONG "DAILY PRESS"

Sin,-" From the tax-payers point of view do you not under state the financial aspect of the railway in your leading article to day P

As I understand the position, it is, shortly, this: Three years ago the Legislative Council sanctioned a loan for railway works in to £2,000,000. The Government thereupon obtained from the Crown Agents a loan of £1,100,000 at 3½ per cent. which they lent to the Chinese authorities at 42 per cent. for the purpose of redeeming the concession of the Canton-Hankow railway, the loan to be repay. able in ten annual instalments.

The payments made by the Chinese authorities on this account are being devoted to financing the construction of our own railway, which is to cost not less than—probably considerably more than £1,000,000. Now, our railway will be open to traffic next May or June, and will, I take it, be entirely completed by the end of 1911, that will be, say, five years from the time it was commenced.

If, then, the railway costs over a million sterling, and the Chinese authorities have paid back in the time only half that sum, it follows that the Colonial Government will have had to Shanghai Woosung line, Mr. Barry stated that obtain from the Crown Agents a further advance if official opposition was now a matter of of half a million pounds sterling; so that in 1911 this Colony will have a railway loan of £1,500,000, on which we shall have to pay 3½ per cent. By preceding the 1894 war, and detailed the events that time, we shall be receiving interest from provide for paying to the Crown Agents interest at 3½ per cent, on a million pounds sterling, i.e. \$350,000 out of a rapidly declining rovenue.

Is not that the position? - Yours &c. TAXPAYER. [We think our correspondent correctly states the position .-- ED.]

SUPREME COURT.

Friday, 11th June. IN SUMMARY JURISDICTION. BEFORE MR. H. H. J. GOMPERTZ

(Puisne Judge).

A RETURNED CUMSHAW. James William Dearling was the defendant in an action brought by Chun King, who claimed 260.50, \$45 for wages and \$15.50 for a gold ring,

which plaintiff got made at defeudant's request. Plaintiff stated that he was employed by defendant as boilermaker at \$45 a month. He started work on April 8th and was discharged on May 25th.

Defendant said he came to the Colony on April 3rd to put up a new gas-holder at the Gas Works, plaintiff came to him with several references and he engaged him at the rate of 31.50 a day. Plaintiff said he would like to have it once a month and defendant said plaintiff and the others were engaged on daily rates. On the size of his finger: Five days later he returned with a ring and said " this is cumshaw for master." Defendant discharged them on them 19th, and paid them their wages, with the exception of plaintiff, because he wished to know what damage he had done. Defendant wished the case adjourned, for a week in order to bring the plates which plaintiff had damaged. His Lordship—Is your name on the ring?—

Yes. It is scratched in. He asked for your name?-Yes.

His Lordship (to the plaintiff)-Did you give a ring to the other foreman?-Yes, because he recommended me and ought to get something.

His Lordship said defendant had only just arrived in the Colony and it was not likely he would try to squeeze plaintiff. He advised defendant to file a counter claim and also to return the ring, which he was sure was given him as cumshaw. If plaintiff wished to proceed with his claim for wages, the case would be adjourned. Defendant would not consent to pay plaintiff twenty day's wages and the case was adjourned.

THE PRICE OF A TALKING MACHINE. The Robinson Piane Company sued W. A. Howell for \$107.20. Defendant did not appear and Mr. Reich, the manger of plaintiff company stated that the money was the price of a talking machine and records. Of the amount \$40 had been paid on account.

Judgment was given for \$67.20. OPIUM SMUGGLING.

Early yesterday morning an excise officer stopped a Chinese passenger who was leaving the river steamer Tak Hing, and told him intended to search his luggage for opium. The luggage contained five suspicious-looking tins, which the owner strongly objected to the officer examining. He informed the opium searcher that the tins contained twenty cent pieces, and that it would not be advisable to steal them. The officer took the passenger to the Police Station where the tins were searched. and were found to contain four tacks of prepared opium. When charged before Mr. F. A. Hazeland at the Magistracy yesterday the passenger still asserted that the time contained twenty cent pieces, but when called to the witness stand he stated that another man handed him the boxes and ran away. His Worship held the charge proved and imposed a fine of \$300. the alternative being two months'imprisonment. requisition signed by the Chinese managing

RAILWAY DEVELOPMENT IN CHINA.

PAPER BY MR. A. J. BARRY.

(From our London Correspondent).

An important paper on "Railway Development in China" was read on Wednesday evening (May 19) at the Royal Society of Arts by Mr. Arthur John Barry M.I.C.E. The occasion was the twentieth ordinary meeting, and the chair was taken by Sir John Welfe Barry K.C.B. F.R.S. Vice-President of the Society. There was a good attendance.

In the course of a lengthy and interesting paper Mr BARRY said :- During the last ten years I have been closely connected with railway development in China, and, visiting the country as I do at short intervals, I may claim to have had favourable opportunities of watching the recent | already. changes in the attitude of the Chinese towards railways. It has appeared to me that, from a frame of mind which led them to regard railways rather as a regrettable necessity, especially regrettable inasmuch as a measure of foreign assistance and control was neccessary, the Chinese have gradually come to realise that the development of their railway system is a matter of prime importance to their country.

After dealing with the evolution of the railway in China and the history of the cle history, popular superstition still existed.

Mr. Barry sketched the condition of affairs that followed. He referred fully to the position the Chinese authorities on half a million only taken up by France, Germany, and Russia on (roughly), and the Colony in 1911 will have to the question of railway expansion, and said in due time these various political aspirations took railways came into being :-

Chinese Railway, from the station on the Tsitsihar and Harbin to Vladivostock, with a this country, who are interested in China, but Pekin, it was a novel state of things and Talienwan.

the railway from Lao-kai to Yunnan, which it is expected will be completed next year.

between Kino-chan and Chinan Fu.

political rather than commercial aspirations. They are to all intents and purposes the promust now be added Japan, who is the proprietor of the South Manchurian Railway. China has little or no control over them; they are concessions in the true sense of the word.

In the case of the remaining railways, the sovereign rights of China are not impaired and although the instruments under which the capital has been raised are frequently called concessions, the word is a misnomer as applied to them. Mr. i arry then referred to the Pekin-Hankow, Hankow-Canton and the Shanghai-Nanking railway, and coming to the Canton-Kowloon railway he said :---

In the case of the Canton-Kowloon Railway 18th May, when he inspected their work, he | the Chinese insisted on the following modificafound they had cut the plates wrongly, and he tions of the Shanghai-Nanking Railway terms. principle of State ownership should be univerhad to engage labour to take out the plates and Instead of the railway being managed by a replace them. It would cost defendant £100 to Board of Control on which the bondholders On this matter I think Mr. Kent puts it accumake good what plaintiff and the others had are represented, a Chinese managing-director done. He discharged them on the 19th May | was substituted, in whose hands the management When defendant had been about four days of the railway is vested both before and after in the colony, plaintiff came to him and asked | construction. Instead of the chief engineer being appointed by the representatives of the bondholders, he was to be nominated by them subject to the approval of the Chinese. Instead of the direction of the work of construction and the subsequent management of the railway being in the hands of the chief engineer, his functions on the Canton-Kowloon Railway are limited to those of adviser to the managing director, but it was agreed that no payments may be made from the loan funds except on requisitions countersigned by the chief engineer.

The Canton-Kowloon Railway is a very important line, 100 miles in length. It starts at Canten, the great commercial centre of South China, and terminates at the frontier of the British leased territory of Kowloon by a junction with a very expensive and heavy section of railway 20 miles long that the Hongkong colony are constructing to complete the connection between Hongkong and Canton In the future, if all goes well, by means of this railway Hongkong and Canton will be put in direct railway communication with Hankow, the future Clapham Junction of the great trunk lines of China, and thence with Peking itself, so that before many years it should be possible to take a railway ticket at Victoria Station to Hongkong via Berlin, Moscow, Siberia, Peking

and Hankow. The amount of the loan is £1,500,000, and although rather serious delays in getting possession of the necessary land have involved unnecessary expenditure, the railway is likely to be completed for the amount of the

loan, or at any rate very nearly so. When, after the signature of the final agreement for the construction of the Canton-Kowloon nection with the final agreement for the Tientsin-Pukow Railway loan, the Chinese Government demanded still further concessions | ment would have its staff of expert assistants

from the financiers. be an experienced European, but they in sisted that he should be appointed by themselves, subject to reasonable approval, and that he should be under the orders of the Chinese managing director.

They would not consent to the appointment of a European accountant, and retain in their own hands complete coutrol of the funds derived from the loan, subject only to the conditions that loan funds should be drawn upon on a

director, who is to certify for what the money is of the Board should be published. In time I interest and yet she would not give the railways required. The bond-holders have the right to think a Board so constituted would be able to as security. One speaker had referred to giving send a representative to examine the Chinese raise loans on its general revenues, and pay off China plenty of rope, but that plan carried with accounts at intervals.

Mr. Barry then dealt with the present com-Chinese Government have guaranteed his interest whether the railway pays or not, it does the Pekin-Hankow line, which (from informanot perhaps much matter whether the money certain that if the Chinese Government were to together, to about £800,000. become responsible for many more railways of this kind they will find themselves unable to the lecturer-who was his nephew-with whom pay: I think, however, there is little doubt he had been associated in much of his Chinese that the Chinese shareholders in the local com- work, he thought they would recognise that panies may make up their minds to it that they thoy had been listening to a man who knew his many of them have made up their minds to this great satisfaction to that Society that Mr.

all railways: so necessary for the best interests future. Before them was the question of of China, is being violated; and lastly, but very the opening up of China to modern and far from least, the Chinese Government have been forced by uninformed and irresponsible provincial clamour into the position of having failed to uphold their reputation for reliability in the observance of their agreement—a reputation so difficult to establish, so easy to lose.

Referring to the present condition of affairs in connection with the Hankow-Canton Line, Mr. Barry said:—There has been so much said and ideas of Europe with regard to the Chinese. written lately, on this subject, that a compromise | would tend to bring Europe and China more with the Germans and other nationalities con- and more together, and he hoped this would be there would be no surgical operation necessary cerned, appears to have been arrived at which, at | greatly to the benefit of both. A very striking any rate, secures British interests so far as the thing caught his eye the other day. He was Hankow-Canton Railway is concerned, even if stopping for a few minutes at a roadside station concrete form, and as a result the following at the expense of some of the recognised British on the Great Eastern Railway in Essex and he interests in connection with the projected saw on the sign "You can take your ticket First, the Russian railway, called the Eastern | Hankow-Chengtu Railway. This compromise | here via Harwich for Pekin and Japan." is perhaps likely to be hailed with chastened When they realised that it was really Siberian railway called Manchourie, through enthusiasm by a large number of people in possible that they could book through to branch from Harbin to Yingkow, Port Arthur, taking into consideration all the complicated which was startling to those persons who had and rather delicate circumstances of the case, not followed the railway development of the gians. A new spirit had sprung up lately Secondly, in the south, the French projected it will probably be regarded by the majority as a reasonable solution of a difficult problem.

Thirdly, the German railway in Shantung rashness of attempting to prophesy. We may, however, at least note the principal data upon This group of railways owes its origin to which the problem of the future is based. It is certain that China is fully alive to the advantages of railways and is now as anxious to build perty of the three countries named, and to them them as at first she was opposed to their construction.

That the Chinese railway system is in its infancy goes without saying. The railway system of India, for example, is only partially developed, but with a population of about 240,000,000 India can at least boast of about 30,000 miles of railway, whilst China, with a population greater by, perhaps nearly 100,000,000, can at present show about 5,000 miles of railway only. Before Chinese railway l'of development can compare with that of India another 30,000 miles or so will have to be built at a cost of say over £200,000,000 sterling.

Whether railways should be constructed by private enterprise in China, or whether the sally adopted, is perhaps, a matter of opinion. be for the good, not only of the bondholders rately when he says that State ownership is not only the best for China, but the only possible system compatible with success. Not only has experience so far demonstrated that Chinese railway companies are a mistake, but it would also be impossible to raise any large amount of capital by means of private companies in China Private companies, too, would not have the necessary power and authority behind them which only the Government itself possesses.

At present there are very lew Chinese qualified railway officers. There are a certain number of able Chinese engineers no doubt-for example Mr. Jeme, who built the Kalgan line. and Mr. Wang, who is building the southern section of the Hankow-Canton Railway, but for many years to come there will not be enough men such as these to go round. In an engineer, experience is even more important than theory,

and reliable engineers take years to train. There is little doubt, therefore, that for some time to come China will have to engage engineers from abroad to meet her requirements, and the same remarks apply to the senior officers of other railway departments. There is nothing derogatory to Chinese dignity in this. China has always been loyally served by the foreigners whom she has employed, and always will be. Their knowledge and experience in their own spheres have been, and will be, of the greatest benefit to her in every way; but if China is to be able to borrow the money she requires abroad, on the best terms, it will be necessary to cultivate the confidence of the foreign investor, a confidence which events recently have been calculated to shake.

What I venture to think is required is a strong and capable Railway Department or Board in Pekin, so constituted as to command the confidence of the foreign investor, and strong enough to command respect everywhere in China itself. The present Board of Communications falls short of this. Such a departand inspectors, both Chinese and foreign, and They agreed that the chief engineer should keep in touch with the administration of each railway, who would be responsible to the Board The net earnings of all railways after payment of the cost of maintenance and renewals would be paid to the Government Railway Department—the principles of its organisation might be somewhat similar to those of the Imperial Maritime Customs. A definite policy and a definite programme of railway construction should be laid down. To build-up the revenues of the Board the best paying railways should be

The CHAIRMAN observed that in listening to

have lost their money; in fact, I believe that subject very throughly. It was a matter of Barry had been able to come there and give them The Chinese Government suffer most from a general and detailed view of the great subject this unfortunate state of affairs—not only is of railway communication in China. They returned after a visit of some months in China, money for which they are responsible being | must all recognise that this was one of the most wasted, but the principle of State ownership for | important matters which lay before them in the western ideas in a way in which the railway alone could effect that purpose. I opened up to many of them an almost unknown land. It would affect the destinies of an enormous population and enormous commerce, and still more profoundly would it modify the views of the Chinese themselves in respect of European ideas, and the Far East. Their interests were large. They had financial interests represented by the As to the future, I will not be guilty of the great financial houses of London; Berlin, Paris and Frussells, and there were also the bondholders to consider. They were putting a very large sum of money into the venture of these Chinese enterprises and they had to consider the were paying. great importance of these matters to the manufacturing industries of the different countries who were interested in the development of China. In all these ways it was essential to realise that the various nations were keenly competitive, each nationality was looking after its own interests, and he hoped England would not be backward in taking her place in the financial ventures. It really was a most important matter that there should be no mistake about the proper application had found, and the matter called for careful R. A. Harding represented the defendant. attention on the part of all concerned. It ought

the money which the bondholders to be clearly seen that the money advanced was not wasted, but really applied in enterprises which would be self-remunerative. This money ought to be carefully administered as it would but also of the Chinese themselves. They all wished to see China develop her railway system as would be European control for some years to come. Those who raised the money ought to have a voice in its application, and there should be responsible European technical advisers appointed, as well as a Board of Management of all the Chinese Railways. If some of these things could be carried on my client's behalf I must object. out he was persuaded that there was a great future for Chinese railways and the development

of that land (applause). Mr. Byron Brenan C.M.G., remarked that the lecturer had pointed out the mistakes made by the Chinese, but on our side we also had made mistakes. We had too easily assumed that the Chinese were keenly anxious to have railways, and not having the money, we should be in a. position to dictate our own terms. That, however, had not been the case. As to the desirability of a Board of Management he supposed in time it would come about, but up to the present the Chinese Government had not seen the necessity for it. In his opinion it would not be a bad thing to give them plenty of rope. Let the Chinese get thoroughly embarrassed in their arrangements and then they would see the necessity for putting their house in order and reorganizing the system. This might not come immediately, but he thought before many years that the Chinese would find great difficulty to pay the interest on their bonds out of their earnings on the railways. He doubted whether

any of the railways were paying their way. Mr. C. S. Addis thanked Mr. Barry for his paper and complimented him on his resumé of the evolution of the demand for railways in China. To-day in China there was some sort of a demand for railways but be thought every one would have to say that that demand was not a thing ad hoc but formed part of the general quickening natural life of China. place along with the demand for education and western luxury—a sort of quickening prints to be erased. of the patriotic idea in China. The demand had to be edged round with so many restrictions that it could hardly be called an effective demand. The Chinese seemed to be far from desirious of paying for, or constructing, railways, but yet fired as they were by the cry of "China for the Chinese" they were unwilling to entrust control of the lines to those whose money they were spending, and now apparently they were averse to giving the necessary security. It was pathetic to see the way China was scraping her | word "discharged" was written on the form constructed first. The revenues and expenditure Treasury to find money with which to pay the containing the fingerprints.

the various loans for the service of which the it long delay. For his part he thought they revenues of different existing railways are now had taken the better course in coming to seme plicated state of affairs and said :- So far as the hypothecated. To begin with, the Board ought sort of understanding by which in future bondholder is concerned, inasmuch as the to be able to show as revenue the surplus earnings adequate guarantees would be given for the of the Imperial railway of North China and of proper employment of the money. That was a great step in advance and helped to mitigate tion from the Chinese sources, so far as the the pessimistic view taken by some. In itself lent is being wasted, except that it is pretty latter railway is concerned) amount, when taken it was a happly augury for the future. Regarding the difficulty in getting money from the Chinese they expected high interest because the guarantee was bad. As the security improved the rate of interest would pro tanto diminish. While they wished help to China to enter into her inheritance, he thought the best way was to start with a strong leaven of European officials like the Customs, and the coming generation would be trained accordingly.

> COLONEL PEMBERTON, R.E. who has recently expressed the opinion that it was hardly likely for some years to come that the Chinese Government would look favourably upon the efforts of other countries to secure control over her lines that were being built by foreign capital. Personally be thought that the railways would be built more quickly than many Europeans considered likely. The experience of the world was that no country could progress unless there was railway construction. The Chinese had the experience of the rest of the world to go on and they fully recognised the necessity for railway building. He believed there was a splendid future before railways in China and he honed that China should get into difficulties. He hoped China would avoid all trouble of that sort and construct her railways without financial

Mr. J. W. JAMESON referring to the great railway development after the Japanese war expressed the opinion that Messrs. Jardine Mathieson and Company, if they had been more energetic at the time, could have obtained the Pekin-Hankow concession instead of the Beland he looked with considerable apprehension to what was going to happen. It behoved them all to watch developments carefully. The Chinese had a good many years of difficulty ahead of them, and he doubted whether any of the rail ways, with the exception of the Northern one

On the proposition of the Chairman the lecturer was cordially thanked for his paper.

FINGERPRINTS.

at the Magistracy yesterday afternoon in which | made an order I could not enforce it, so I will a Chinese boarding-house keeper was charged with assault.

Mr. Davidson (of Mesers. Hastings and Hastings) appeared for the prosecution, and Mr.

Mr. Davidson informed the Court that he had no further instructions in the matter. He understood the complainant had left the Colony. or was dead; at any rate, his friends could not find him.

Mr. Harding was of opinion that before his Worship disposed of the matter some observations should be made about the complainant. India's had been developed, and he most cordially The speaker had instructions to proceed against agreed with the lecturer that the best guarantee | him at the present moment for the embezzlement of \$13,000. The charge in this case was one of assault. The police were summoned by a whistle blown by the defendant, and when they arrived the defendant was taken into custody.

Mr. Davidson-If my friend is not going to call any evidence in support of these statements.

Mr. Harding-I submit I am justified in putting the facts before the Court, for this is a trumped-up charge.

Mr. Davidson-I object on my client's hehalf to these statements being made and not proved. Mr. Harding-I can prove that I am instructed to proceed against the complainant for the embezzlement of \$15,000. As I stated before, the police were summoned by a whistle blown by my client, who was taken to the police station. Instead of charging the complainant. however, the police detained my client on a charge of assault. They accepted the statement of the absent man, an embezzler.

Mr. Davidson-My friend has no right to call him an embezzler.

Detective-Sergeant Appleton-I wish inform your Worship that the statements made by Mr. Harding are incorrect.

Mr. Harding-As your Worship is well aware. man is innocent unless he is proved guilty. Mr. Davidson -Then why do you call my

client an embezzler? Mr. Harding-The fingerprints of my client were taken by the police. The police judged this case themselves; they never left it to your

Worship. His Worship-They must do so to a certain

Mr. Harding-I wish to apply for those fingerprints to be erased. The police have no right, until a man is found guilty, to take his fingerprints. This is a trumped-up charge, and the complainant is not here to support it. would ask your Worship to order those finger-

His Worship-I am afraid I cannot mak an

Mr. Harding-Then I would ask for directions for it to be done. It is clearly proved by the subsequent proceedings that the complainant is the guilty person. I think your Worship can direct that these fingerprints should be expunged. They are a record against a man as being a guilty person.

Detective-Sergeant Appleton stated that the

Cuticura Comfort for sensitive skins is shaving, shampooing, bathing and anointing with Cuticura Soap and Cuticura Ointment. For eczemas, rashes, itchings, irritations, redness and roughness of the skin and scalp, with dry, thin and falling hair, as well as for every use in preserving, purifying and beautifying the hair and skin Cuticura Soap and Cuticura Ointment are invaluable.

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Mr. Harding-I submit it is not the right procedure to take the fingerprints of a man who summonses another for assault.

His Worship-I don't see any reason for taking these fingerprints, and I don't know that A case was called on before Mr. J. H. Kemp | the police have power to take them. But if I not make one. The defendant is discharged.

JOINT STOCK SHARES.

Messrs. Vernon and Smyth in their weekly share report, dated June 11th, state:-The market bas been fairly active, but although the demand for shares, in most cases exceeds the supply rates have not advanced to any extent and a " mark time" period appears to be on the cards. Sterling exchange on London T/T, closes 1/92, and on Shanghai at 742.

BANKS.—Hongkong and Shanghais have been placed during the week at 990, closing with a few small lots offering at that rate. The London quotation has advanced to £92. Nationals remain unchanged.

MARINE INSURANCES .- The market continues dull and neglected and with the exception of an advance in North Chinas to 105 we have

nothing to report. FIRE INSURANCES.—Hongkong Fires have ruled steady and sales have been effected at 345. the market closing steady at that rate. Chinas are still enquired for at 110 but, we have heard

of no sales. SHIPPING-Hongkong, Canton and Macaos continuing in demand, and with no sellers to meet the market, have improved to 33 with sales and the market closes steady at that rate. Indea have improved in the North to Tls. 56 with sales, a quotation of some 60 cents over our local rate. Shells have advanced to 62s. in London and could be placed here at 61/6. We have nothing further to report under this neading.

REFINERIES.—Chinas continue out of favour. and sellers at 140 fail to find buyers. Luzons remain on offer without business.

MINING.—Chinese Engineerings have found local buyers at 18½, Raubs at 9½ and 9½. the latter closing with sellers.

Docks, WH RVES & GODOWNS .- Hongkong and Whampoa Docks have changed hands in small lots at 67 and 66, closing quiet at the latter rate. Kowloons Wharves have been the medium of a fair investing business at 59, and close steady at that rate. Shanghai Dockshave fallen in the North to 84. Hongkew wharves are wanted at 161, but no shares are available locally. LANDS, HOTELS AND BUILDINGS .- Hong-

kong Lands continue to find buyers at 110 and the market closes fairly steady at the rate. West Points have again been placed at 46, but more shares are obtainable. Hotels have been sold at 40 and 38 for the new issue. Humphreys continue in demand but with the exception of a few small unimportant sales we have no business te report

COTTON—Ewes have ruled weaker in Shanghai and to-day's quotations from the North show a difference of 2" points; some giving 120 and others 122 sellers. Laou Kung Mows have advanced to 108 and Internationals to 87, while Soychees have fallen to 375. The last 2 quotations are by letter while Soychees comes by wire -MISCELLANEOUS-China Borneos have advanced to 132 with sales and buyers and at time of closing a sale is reported at 13.85. . China Providents have further improved to 91 with buyers and only some small sales to report. Dairys, Peak Tramways, Ropes, United Asbestos and Watsons have all been placed at quotations Union Water boats have advanced to 11 with small sales and United Asbestos Founders shares have found buyers at 300. Cements have been he medium of a fair business at from 8.80 to 9, closing with buyers at the latter rate.

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DORTUGUESE CLERK for Canton. Good Handwriting and Knowledge of General Office Work required.

Care of " Daily Press" Office. Hongkong, 12th June, 1909.

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For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Princes' Building. Hongkong, 12th June, 1909.

EAST ASIATIC COMPANY, LTD. COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

having arrived, Consignees of Cargo are hereby and Servant Quarters. Unfurnished. informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained. No claims will be admitted after the Goods

have left the Godowns, and all goods remaining undelivered after the 18th inst., will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on 18th inst., at 9.30 A.M. All claims must reach us before the 22nd inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

undersigned. MELCHERS & Co.,

Hongkong, 11th Jane, 1909.

THE HONGKONG WEEKLY PRESS L CHINA OVERLAND TRADE REPORT is now ready and contains:---

Epitome of the Week's News. Leading Articles:

The University Project. The Fakumen Railway Question. Shanghai-Hangchow Railway. The Naval Race. The Kowloon Railway Estimates. Random Reflections.

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Correspondence: Life Insurance. Numerous Convicts Escape from Prison. Electric Light at Canton

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Hongkeng, 12th June, 1909.

INTIMATIONS

COLONIAL SECRETARY'S DEPT.

TT IS HEREBY NOTIFIED that the L VALUATION LISTS for the Colony for 1909-1910 will be Open to inspection at the Treasury for Twenty-one days commencing on MONDAY, the 7th June, 1909. Colonial Secretary.

Hongkong, 2nd June, 1909.

ENDERS are Invited for the SUPPLY of L CARPENTERS, CAULKERS PLUMBERS, PAINTERS, SCRAPERS, SHOEMAKERS or LEATHERWORKERS for the period of 12 months commencing 1st

July next to H.M. NAVAL YARD. Forms of tender can be obtained at the Chief Constructor's Office, NAVAL YARD, Hongkong, and when filled in should be deposited in the Tender Box at the Main Gate of the Yard not later than Noon on WEDNESDAY, 16th June, 1909.

W. T. HOCKADAY. Chief Constructor. Hongkong, 11th June, 1909.

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

ACTION No. 27 OF 1909. RE TSANG KING of No. 1, Praya

Kennedy Town, Victoria, Hongkong, Contractor. NOTICE IS HEREBY GIVEN that an application has been made to the Court

by the above-named Debtor Tsang King to rescind the Receiving Order dated the 12th day of November, 1908, made against him in the above matter on the ground that he the said TSANG King has entered into an arrangement with his creditors and the Court has ordered that notice of such application shall be advertised and that any creditor who is not at this date a party to such arrangement and who has any objection to the said Receiving Order being rescinded shall furnish particulars of his objection to the Official Receiver within 15 days from This Date after which Date if no objections are received the said Receiving Order will be rescinded without further notice.

Dated the 10th day of June, 1909. G. H. WAKEMAN, Official Receiver.

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TOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 Rooms,

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Care of " Daily Press " Office. Hongkong, 20th May, 1909.



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No. 2, Pedder, Street, Hongkong

Hongkong, 9th January, 1909. [665

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THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED.

TO-DAY (SATURDAY), the 12th June, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voux Road, corner of Ice House Street, A FINE ASSORTMENT OF

SMYRNA CARPETS Various Colours and Sizes. On View on FRIDAY, the 11th June, 1909. Terms :- As Usual.

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TO LET. ODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply-CHATER & MODY, Victoria Buildings. Hongkong, 1st February, 1909. TO LET.

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Care of "Daily Press" Office. Hongkong, 11th May, 1909.

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TO LET.

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TO LET.

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C. WOLDRINGH, Manager, No. 16. Des Voerx Road Central. Hongkong, 3rd November, 1908. [26,

CHARTER).

HEAD OFFICE: TAIPEH, FORMOSA. BRANCHES AND AGENCIES: Kobe Tamsui Nagasaki

Swatow HONGKONG OFFICE: 3. DES VŒUX ROAD. Interest allowed on Current Accounts

Hongkong, 11th March, 1909.

CAPITAL PAID UP Gold \$3,250,000, = about Mer. \$7,222,222 RESERVE FUND ... Gold \$3,250,000 = about Mex. \$7,222,222

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THE GROWING USE OF PETROLEUM

an event of moment in the history of an industry, whose recent development has on the whole been disappointing. Especially has this been the case in the direction of liquid fuel. From time immemorial, and by the most primitive peoples, has petroleum been used as a source of heat, and it is at least forty years since persons of sober judgment predicted its substitution for coul as fuel for steamers and for machinery generally. It is so used very widely. Every factory in the Russian oil region uses it; the Caspian and Volga steamers burn nothing else; it is extensively used in steamers on the Irrawaddy; and some years ago it was the fuel of 4,000 Russian locomo tives. The palatial turbine steamers of the Japanese Oriental Company, plying between Japan and San Francisco, are oil-burners, as are most of the steamers sailing out of Californian ports. In the south-eastern States of America and in Mexico oil-burning locomotives may probably be counted in thousands. have also the familiar instance of the Shell Company's and Burma Oil Company's steamers .- to mention only those engaged in ocean traffic. But, generally speaking ship-owners are shy of

it, while admitting its many advantages. "The time will come." Mr. Guion, the head of the once famous line of that name, said thirty years ago, "when oil will be used in the place of coul. The saving in freight room by the use of oil on a passenger steamer on the trip between England and Australia will be about £6.000." It has been calculated that if the Hamburg-American Deutschland used oil she could carry 1,619 passengers instead of 1,287, and that a third of the present engine-room staff of 180 would be sufficient. Interesting calculations have also been made respecting the Lusitania. It is said that she could on oil carry 260 additional passengers, could replace 312 stokers and trimmers by some 40 men of the "greaser" class, and do better work on 600 tons of oil per day than she now does on a thousand tons of coal. Actual experience in some of the Hamburg-American smaller vessels appears to support these figures, and the proprietors of the Shell C mpany bear striking testimony to the same effect. Giving evidence before the Royal Commission of 1903 on Coal Supply Mr. Holden for twenty years Locomotive Superintendent of the Great Eastern Railway, was equally emphatic respecting the superiority of liquid fuel, which he always used for royal and express trains; and he said that if he could get an assured supply at twice the price of coal he would add at once to the eighty engines which he had fitted with oil burners. The Santa Fè Railway Company of Culifornia has closely studied the question, and among their conclusions are that while a ton of coal will carry a train 26.7 miles, a ton of oil will carry it 3.85 miles; and that a tender load of coal (eight tons) is only good for 214 miles, while one of oil (sixteen tons) is good for 615 miles. Briefly stated, there is a great saving in bunker-space, and in engine-room staff; a more equal head of steam is maintained; there is no refuse left; if properly handled it is smokeless; there being no opening of furnace doors and consequent alterations of temperature the life of the furnace is longer; it is, of course, more ensily loaded; and it does not deteriorate in store. From the point of view of men-of-war oil solves a hitherto unsolved problem, that of coaling at

sea in all weathers. The foregoing facts, for which we are, in the main, indebted to the recently published "Oil Fuel and the Empire," by Mr. J. D. Henry, the editor of the Petroleum World-a veritable mine of information on the subject are in the main universally admitted, and in the face of them liquid fuel is not in more general use. It has never had fair play. At the outset it had

except for local consumption, got into the a brown monkey that he tethered to the hands of a few great corporations between cross-bar. whom combination is easy, has increased the

the industry was disappointing. Many well monkey took the shape, consistency, and appetiremember the hopes aroused some seven years sing smell of an ordinary every day Cornish ago by the discovery of apparently unlimited pasty and the subsequent contest proved that quantities of a heavy petroleum in Texas. The when it comes to a trail of strength that as a Shell Company, a corporation unquestionably mascot the toothsome delicacy can beat the knowing its business, then offered oil-fuel at anthropoid by eventeen points to three The English and various Eastern ports at prices average mascot, when it takes the shape of a ranging between 35s. and 50s. a ton. Well, the living entity such as the fine song thrush that production of petroleum has since increased, is a well-known mascot of the club that is but the price in the United Kingdom is about known to to its adherents as "The Thros-£3 a ton, and the freight to England runs | tles," and to the world in general as West up in case of some Eastern oils to 40s. Bromwich Albion, is usually left at home whena ten. It is perfectly manifest that prices the team journeys abroad a fact, perhaps, that must come down a good deal before it will be accounts for so many "away" matches being worth the while of shipowners to consider lost. This custom is undoubtedly to be comseriously the question of liquid fuel. Of course, mended for if by any chance the West Bromthe Admiralty are in a different position. They wich throatle met the Halifax Club's black cat must have the best fuel, whatever it costs, and in the muddied field, an extremely unlikely in consequence they are becoming large users of event as the "Throstle" follows the Association petroleum. In a very large number of torpedo- and the "Black Cat" the Northern Union destroyers it is employed as an emergency fuel; Code, there might be trouble. a few of these craft use oil only; and practically | The lucky black cat made its first appearance all of the vessels now building are being fitted at Thrum Hall, the premises of the Halifax for oil as a supplementary or alternative fuel. Football Club, early in the season of 1906-7. Large supplies are being stored at the home Its coming was quite unaunounced; but when ports, Burma and Texas being being the chief it strolled on to the scene certain supcontributors, and the Admiralty, we believe, erstitious members greeted it with effusion own a couple of tank steamers. But even the and the butter-dish, and the cut, nothing loth, Admiralty cannot "plunge" on oil in existing proved that the belief in buttered paws keeping circumstances they must proceed cautiously felines on the premises is based on the bedrock until the supply is vastly larger, and they can of truth. That the cat which takes a most rely upon obtaining it as easily at any of a intelligent interest in the game and earned its hundred places as they can now procure coal. maximum wage can be gathered from the fact Beyond doubt there are large deposits yet to be that at the close of the season Halifax was at exploited, and within the Empire. Marvin said head of of the Northern Union League, and had twenty years ugo that there was no reason why secured twenty-seven victories to only five the wonders of Baku should not be repeated in Burma. Canadian deposits have been barely touched. Apparently in West Africa and the was alleged that they were looking out West Indies these are enormous stores awaiting for a black cat, and had applied to Halifax the drill: and there can be no reasonable doubt for a kitten. It is not known if they of the existence of oil in Australia and New succeeded in their quest, but, apparently,

It is to Imperial territory that the Admiralty of mascots, judging from the fact that they must look, and already, one is glad to note, advanced from the fifteenth to eighth place in Zealand. Imperial interests are being conserved in all oil the League table. concessions in the Crown Colonies. It is When Mr. Charles Ashmore brought to the

greatest of oil producers the petrolevin consumed represents only something like four per cent. The triumphant flotation of the Angle of the total consumption of fuel: Over the Persian Company is a clear indication of the | whole world the percentage is only about two-and belief of the public in the future of petroleum a-half. Still, there are enormous possibilities -a belief no doubt quickened in this case by for liquid fuel with the multiplication of sources the connection with such a substantial concern of supply which a few years more will amost as the Burma Oil Company. The notation is certainly bring; and as no country in the world has as deep an interest in the matter as Great Britain, it is fitting that, as in the case of the Persian deposits, British capital should be largely employed in exploiting these new sources .-Rangoon Gazette,

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FOOTBALLERS' MASCOTS

That the footballer indulges in his fair share of sporting superstitions goes-without saying ; it appears astonishing at first sight why indeed, so numerous are they, ranging from dressing rooms to footballs, from photography to cross-eyed women, that one is rather inclined to contend with a mass of prejudice. It is not to believe that they claim more than their fair easy to understand the mental attitude of persons | shares of the omens extant. Of the outward like the American Bureau of Steam Engineer- and visible signs of these superstitions the ing, who could say, even in 1867, that "the use mascot predominates. A man may lace one boot of petroleum as a fuel for steamers is hopeless; crisscross and the other from left to right withconvenience is against it; health is against it; out the fact exciting much remark on the avecomfort is against it; and economy is against rage football field but when he places a "Teddy it." The public generally have absurd ideas of Bear" or a "golliwog" on the goal net the the dangerous character of petroleum, and chances are that some of the spectators will prove it is not funciful to suggest that this explains, inquisitive. It is far from always being a Teddy to a great extent, the attitude of the great Bear" that enjoys the rank of club mascot, nor passenger-carrying companies. Again, though is it invariably a toy of any kind. Thus when in in all probability petroleum is more widely dis- March last year the County Championship final tributed than coal, and fresh deposits are being | match under Rugby rules was fought out by constantly found, shipowners have no guarantee | Durham and Cornwall at Redrath, when one of of a constant supply at a moderate price. the Durham players shinned up the lefthand. The extent to which existing supplies have, goal post at the north end of the ground it was

A brown monkey will apparently go timidity of the consuming public. Finally far, even to a final tie, but seemingly a for commercial purposes it is a question of far more potent mascot is required to money, and where, as is at present the case in deal with a luck bearer of the extraormost parts of the world, coal is, with reference dinary energy than that of the Cornishman to calorific value, the cheaper it will continue to possessed when on its own soil. As a matter of fact the talisman that a Cornishman climbed We have remarked that the development of the opposite post to hang as a complement to the

they received something satisfactory in the way

a far cry yet to the substitution of oil for coal, Tottenham Hotspur's ground a stuffed pedigree even on steamers. In the United States, the game cock which, on the victory of the Hotspurs

in the final tie of the cup in 1901 was, when decorated with blue and white ribbons, hauled up to the top of the flagstaff amid round after round of cheering, all the world could gaze upon it; but in some instances the owner of the mascot holds the belief that to show the luck-bearer entails its losing its efficacy. This statement, of course, does not apply to "Sandy." Tait, with whose ring of solid coal many footballers are familiar, or so Mr. F. G. Wheatcroft, of Derby County, who, falling on an agate stone while at play, thereby outting his knee, decided to adopt it as a mascot, and forthwith had it mounted as a ring.

When the Australian visitors arrived in England last autumn, they had in their possession a couple of mascots that promised, on account of their novelty, to be unusually puissant, that of the followers of the Northern Union being a kangaroo, while the devotees of Rugby Union rules rejoiced in a carpet snake, that answered to the name of Bertie, and was smuggled into the country wrapped round the body of one of the players. Bertie had it photograph taken and speedily died, but the bereft Wallabies found that they got on just as well without a mascot, as they did when in possession of one until they reached Liauelly, where they found the club mascot, a homely kitchen utensil known to the native timplaters as a "Sospan," too much for them. There were "Sospans" tied to each goalpost, there were miniature "sospans" in the button-holes of the spectators, and when the crowd was not otherwise engaged it sang about "sospans," the dirge being not inappropriate, as the weather was reminiscent of a kitchen range in full force, that is to say, baking. Had the antipodians possessed a veritable reptile house of mascots the result an improvement; by in all probability would have been the same, for the time I had fluish | the weather leagued itself with the native ed the second bottle | legions in a conspiracy that had as its object the the pimples had dis-appeared entirely and Roosevelt would doubtless have described as a

Taking all things into consideration, there-"I therefore can fore, the most potent muscots would appear to advise everybody who be a few pairs of goal-scoring boots worn by afflicted with players who combine in themselves pertinacity, other | patience, and skill.

CHURCH SERVICES.

ST. JOHN'S CATHERRAL, Hongkong, 18th June; 1st Sunday after Trinity. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Ferial Yenite, Turl: P alms, of the 13th morning (II); To Doum, Woodward, Smart, Turle; Bene ictus, Langdon; Hymns, 161, 217 and 280; Preacher, Rev. A. D. Stowart, M.A. Evonson : (5.43 p.m. (Full Choir). Responser, Ferial; Pealms, of the 18th evening (I); Magn ficat and Nune Dimittie, Maunder in D: Anthem, "the Widerness"-Goss; Hymns, 193 and 21; Sevenfold Amen. N.B .-Psalm 69, Verses 1, 2, 5, 6, 13, 14, 25, 26, 31, 33 and 35 in unison. Pealm 70, V rses 1, 5 and 6 (Turle)

The Church launch Dayspring, will call on ships carrying white craws to bring friends ashore to the services bytween 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6), returning afterwards. All the sittings are free and unappropriate , Visitors welcome. Hooks, &c., provided.

Sunday School 10 -10.45 a.m. WESLEYAN METHODIST CHURCH, Wanchai .-Sunday Service 10.15 a.m. Pre cher; -Rev. T. W. Scholes, M.A. 6.15 p m.-Rev. F. B. Meyer, B.A. of London. Sailors' and Soldiers' Home, Aramal Street, Sunday 3.0 pm. P. S A. Saturday 8.0

pm Prayer Meeting ST. ANDREW'S CHURCH, Kowloon.—1st Sunday after Trinity, 13th June 1909. Holy Communion at 8 a m., Morning Service at 11 a.m. Prescher the Lord Bishop of the Diocese Evening Service at 6 p.m. by the Rev. G. A. Bunbury. Services on Sundays are: -Ho y Communion on 1st 3 d and 5th Sundays of the month at noon. Holy. Comnunion on 2nd and sta Sundays at 8 a.m. Morning Prayer at 11 a m. Evening Prayer at 6 p.m. Union Church, Kennedy Road. Minister:-Rev. C. H. Hickling. Special Preacher at Morning Service-Rev. F. B. Meyer, B.A. 11 a.m.

Worship. Psalm 10), Hymns 191, 193 and 23d. 6 p.m. Worship Hymns 392, 615, 418 and 439. Sr. Joseph's Church, Garden Road (Roman Catholic), Mass, Benediction and Sermon in

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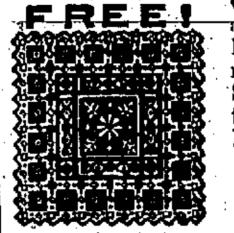
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DELHI, British str., 4,862, G. W. Gordon, R.N.R., 11th June-Shanghai 8th June, General-P. & O. S. N. Co. FBI, Norwegian str., 860, C. Wagle, 11th June -Huiphong 7th and Hoihow 10th June, Rice, Pigs & Bullocks-Anguard, Thoresen

HAIMUN, British str., 636, J. W. Evans, 11th June-Swatow 10th June, General-Douglas, Lapraik & Co. KAIFONG, British str., 987, C. Lindbergh, 11th June-Manila 8th June, General-Butterfield & Swire. KUTSANG, British str., 3,109, R. C. D. Bradley,

11th June-6th June, General-Jardine, Matheson & Co. PALEMO, British str., 7,597, B. J. Fergusson, 11th June Hankow via Woosung 4th June, General-P. & O. S. N. 50

PONGTONG, German str., 998, H. Oldson, 11th June-Bangkok 2nd June, Rice-North Görman Llöyd. PROTEUS, Norwegian str., 1,024, C. Möller, 11th June-Bangkok 2nd June, Rice+

Auguard, Thoresen & Co. SIAM; Danish str., 3,875. Y. Cortson, 11th June - Autwerp 24th April, General-Melchers

SINGAN, British str., 1,047, F. Jamieson, 11th June-Holhow 10th June, Pigs, Cattle and General-Butterfield & Swire. Wongkor, German str., 1,115, W. Reher, 11th June-Baugkok 2nd June, Rice and Sugar -Butterfield & Swire.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 11th June. Delhi, British str., for Europe, &c. Rubi, British str., for Manila. Sanuki Macu, Jap. str., for Yokohama.

DEPARTURES. 11th June. BRASILIA, British str., for Yokohama. CANTON, Swedish str., for Singapore. C. DIEDERICHSEN, German str., for Haiphong. CHIPSHING, British str., for Swatow.

GLENESE, British str., for Shanghai. HAILAN, French str., for Hoihow. ITHAKA, German str., for Canton. KWANGSE, British str., for Canton. LOONGSANG, British str., for Manila. MICHAEL JEBSEN, German str., for Canton. NIKKO MARU, Japanese str., for Manila QUARTA, German str., for Samaraug. THILATIAP, Dutch str., for Shanghai. YINGCHOW, British str., for Shanghai.

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"DENBIGHSHIRE, Captain W. Barrett, will be despatched as above on or about the 12th June. For Freight or Passage apply to JARDINE, MATHESON, & Co., Ltd.,

Agents. Hongkong, 28th May, 1909. HONGKONG-BOSTON-NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co. FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

S.S. "INDRANI" ... On 16th June. to be followed by S.S. "ST. PATRICK" About 13th July. For Freight and further information apply to—

SHEWAN TOMES & Co., General Agents. Hongkong, 3rd June, 1909.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG. COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS to RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship "E, FRANZ FERDINAND," Captain E. Nitsche, will be despatched as above on SATURDAY, 26th inst., P.M. This Steamer has splendid accommodation for passengers; electric light and carries a doctor and stewardess. For information as to Passage and Freight

apply to SANDER, WIELER & Co., Agents.

Princes' Buildings.

AS LOADING ADVERTISED VESSELS

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked." k," nearest Houghong "h" midway between Hongkong and Kewloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting she section. SECTIONS, 1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Slake Pier. 8 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

1 From Green Island to the little of	VESSEL'S NAMES	FLAG & BIG	EBRTH	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATCHED	D
DESTINATION	ANSELS NESTS	BILLY OF HIGH				1D	P
LONDON &C., VIA USUAL PORTS OF CALL	DELRI	Brit, str.			P. & O. S. N. Cc	To-day, at Noon. About 16th inst.	T: B
LONDON & ANTWERP VIA BINGAPORE &C	POONA	Brit. str Ger. str	k, w,		P. & O. S. N. Co	On 1st July.	, D,
ANTWERP ROTTERDAM & HAMBURG, &c	Brasilia	Ger. str	k. w.	Jäger	HAMBURG-AMERIKA LINIE	On 22nd July.	ļ. <u></u>
HAVRE COPENHAGEN & ST. PETERSBUKG	SIAM	Swed. str	k. w.	Eakharn	Melchers & Co	Middle of July. On 21st inst.	7
HAVRE & HAMBURG VIA STRAITS, &C	Senegambia	Ger. str		130RMOLM 90070100100 24210	HAMEURG-AMERIKA LINIE	On 9th July.	-
HARVE & HAMBURG VIA STRAITS, &c MARSEILLES, LONDON & ANTWERP	DENBIGHSHIRE	Brit. atr	-	W. Barrett	JARDINE, MATRESON & Co., LD.	About 12th inst	C
MARGRITHER AC. VIA PORTS OF CALL	SYDNBY	Fr. str	_		Messageries Maritimes Melchers & Co.	On 22nd inst., at 1 P.M. On 23rd inst.	M fo
MARSEILLES HAVRE &COPENHAGEN, &C	SADO MARU	Swed. str	_		NIPPON YUSHN KAIEHA	On 23rd inst., at D'light	12
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. MARSEILLES, HAVRE & HAMBURG &c	SILVIA	Ger. str) .	Porzelius	HAMBURG-AMERIKA LININ	On 28th inst.	aı
MARREILLES BREMEN & LAMBURG, &c	SCANDIA	Ger. str	1		HAMBURG-AMERIKA LINIB NIPPON YUSUN KAISHA	On 12th July. On 7th July, at D'light:	to
MARSEILLES, LONGON & ANTWERP VIA SINGAPORE, &c. GENOA. MARSEII-LES, LONDON, & ANTWERP, &c.	BINGO MARU HIBANO MARU	Jap, str Jap, str		Wm. Fraser		About 30th inst.	in
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c	MANSHU MARU	Jap. str		Ø 70		On 1st July, at Noon. On 16th inst., at Noon.	ú
NAPLES, GENOA, ALGIERS, GIBBALTAR, &C	LUEIZOW	Ger. str Aus. str			MELCHERS & Co	On 26th inst., P.M.	IT
TRIESTE, &c. VIA SINGATORE, &c	E. F. FERDINAND	Brit. etr	1		DODWELL & Co., LD	On 22nd inst.	វីវា
RISTON & NEW YORK VIA PORTS & SUEZ CANAL	INDRANI	Brit. str	_		DODWELL & Co., LTD	On 16th inst. To-day, at 6 P.M.	\ p
VANCOUVER VIA SHANGHAI JAPAN, &o	MONTBAGLE	Brit, str Frit, str	2 m.		CANADIAN PACIFIC R. Co	On 14th July, at Noon.	10
VANCOUVER VIA SHANGHAI J'PAN, &c	TACOMA MARU	Jap. :tr.		100 -1 101 119 00	OBARA SHOBEN KAIBBA	On 3rd July.	i
VVICTORIA RC. & TACOMA IIA JAPAN ***	OCEANO	Brit. etr		F. W. Davis	Dodwell & Co., LTD	On 1st July. On 22nd inst., at 4 P.M.	1,
TOTOTORIA RC. & SEATTLE VIA KERLUNG, &C.	SHINANO MARU	Jap. str Jap. str	1	K. Kawara	NIPPON YUSEN KAISHA	On 6th July, at 4 P.M.	4
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &C. AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str	1 -	G. W. Eidy	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.	, ª
AUSTRATIAN PORTS VIA MANILA	PRINZ WALDEMAR.	Ger. str		F. Iseki,	GIBB, LIVINGSTON & CO	On 18th inst., at 10 A.M. On 23rd inst., at Noon.	1.
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN, &C	KUMANO MARU	Brit. str		•	NIPPON YUSEN KAISHA	On 9th July, at Noon.	-
AUSTRALIAN PORTS VIA MANILA		Jap. str		T. Sekine	NIPPON YUSEN KAISMA	On 6th Aug., at Noon. About 26th inst.	
YOKOHAMA AND KOBE	PRINZ BIGIBMEND	Ger. str			MELCHERS & Co	On 25th inst., at 5 P.M.	1
ROBE & YOKOHAMA	MISHIMA MARU	Jap. str			NIPPON YUSEN KAISHA	On 17th inst., at 5 P.M.]
NAGASAKI, MOJI, KOBE & YOKOHAMA NAGASAKI. KOBE & YOKOHAMA	YAWATA MARU	Jap. esr		T. Sekine	NIPPON YUSEN KAISHA	On 7th July, at Noon. Quick despatch.	. `
IAPAN	TJIMINI	Dub. str		G. Hooker	JAVA-CHINA-JAPAN LIJN BUTTERFIELD & SWIEE	The same of the sa	۱ ا
WEIHAIWEI, CHEFOO & TIENTSIN	KWEIYANG	Brit. str		Dowson	BUTTERFIELD & SWIEB	On 16th inst., at 4 P.M.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA		Brit. str	• • • • • • • • • • • • • • • • • • • •	Hayes	. Jaedine Mathebon & Co., Ld.	To-day, at 4 P.M.	
BHANGHAI VIA SWATOW	HANGBANG	Brit. atr. Ger. atr	k.w.	Rehwinghammer	Hamburg-Amerika Linib	To-day.	
SHANGHAI. YOKOHAMA & KOBE	WINGBANG			H. G. Walker	JARDINE, MATERSON, & Co., LD.	On 15th inst., at Noon.	- 1
SHANGHAI	CHENAN	Brit. etr			MELCHER & CO	To-morrow, at Daylight Middle of June.	
SHANGHAI, YOKOHAMA & KOBE	CHINHUA	Dan. str Brit. str				On 17th inst., at 4 P.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	MALTA	Brit. etr	· ,	G. M. Montford, B.N.E	P. & U. S. N. Co	About 17th inst.	
BHANGHAI, NAGAGAKI, KOBE & YUKUHAMA	1 ORCK	Ger. str	· ·	J. Randermann	. JARDINE MATHESON & CO. LD.	About 17th inst. On 18th inst., at Noon.	
LASTANIATIAI	TY AIRHING enteres	DILL OLL, .	L'	Bartole	BANDER, WIELER & Co	On 18th inst., P.M.	
SHANGHAI. YOKOHAMA & KOBE & MOJI	JAPAN	Brit. atr.	Ł.	J G. Olifent	DAVID BASSON & Co., LTD	On 19th inst., at Noon.	
RHANGHAI	LINAR	Brit. str.		Williams	BUTTERFIELD & SWIRE	On 20th inst., at D'light On 20th inst., at D'ligh	t i
DETANGUAT	TUNGBHING			K. Soveda	NIPPON YUSBN KAISHA	On 17th inst.	
SHANGHAI, MOJI & KOBE	ARMAND DEHIC	Fren str.	,.,\	Guionnet	. Messageries Maritimes	On 21st inst, P.M. On 22nd inst., at 10 A.M.	
I DITANCITAT VIA SWATOW, AMOY & FUUULUW	CHOSHUN MARU			T. Suruga	OSAKA SHOSEN KAISHA	1 = B A - '	-1
SHANGHAI YOKOHAMA & KOBE	SEGOVIA			Owen Jones, B.N.R.	P + O S. N. Co	About 24th inst.	
SHANGHAI. YOKOHAMA, KOBE & MOJI	NAMBANG	Brit. str.		M. B. Lake	Jardine, Mathebon & Co., Ld.	On 3rd July, at Noon.	
CHANGE AT	EJIPANAS, Jaseppenson		I		JAVA-CHINA-JAPAN LIJH OSAKA SHOSMN KAISHA	About 15th inst.	1
TAMBUI VIA SWATOW & AMOY ANPING VIA SWATOW & AMOY	BOSHU MABU		• .	K. Sugi	OSAKA SHOSEN KADIHA	On 23rd inst, at 10 A.M.	
AMOY & FOOCHOW	HAIGHING	grit. str.	z h.	Passmore	DOUGLAS LAPRAIR & Co	To-day, at 1 P.M. To-day, at 4 P.M.	
AMOY, NINGPO & SHANGHAI	KWEILIN serense ere	1 73 74 . 4		J. W. Evans	DOUGLAS LAPRAIK & Co		1
SWATOW AMOY & FOOCHOW	HAITAN	1		J. S. Roach	Douglas Laprair & Co	On 15th inst., at 1 P.M.	
HOIHOW & HAIPHONG	, BINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIBE	To-morrow, at 9 A.M. To-day, at Noon.	
MANILA	. RUBI	1 -76 24 -4	1 -	A. Bomerville	BUTTERPIELD & SWIRE		. :
MANILA	TAMING			P. H. Rolfe	Jardine, Matheson & Co., Ld.	On 18th inst., at 4 P.M.	
MANILA *********************************	. ZAVIBO	Brit. str.		B. Rodger	BUTTERFIELD & SWIES	On 19th inst., at Noon. On 22nd inst., at 3 P.M.	
MANILA	TEAN			S. J. Payne			
CERU & ILOILO	- I —		·	Mathias	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.	•
SANDAKAN	. MAUBANG	Brit. str.	Pen	Weigail	JARDINE, MATHESON & Co., LD	On 16th inst., at Noon. To-day, at Noon.	j
ROMBAY VIA SINGAPORE & PENANG	, ISCHIA	Jap, str.		R. Kon	CARLOWITZ & CO	Un 17th inst,	, .]
BOMBAY VIA SINGAPORE & COLOMBO	KUTSANG	Brit. etr.	_	Redley	Jardine-Matreson & Co., Ld	. On their lines, by Hoom.	
LINGAPORE PENANG & CALCUTTA	KUMSANG	Brit. str.		E, J. Ball	JARDINE MATHESON & CO., LD	On 19th inst., at Noon. On 17th inst., at 4 P.M.	j
SAMARANG & SOUBABYA	. AMARA	. Brit. str.	·***** — ;		*** A TENENTIME TO THE CONTRACT OF CONTRACT OF THE CONTRACT OF		-
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THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

VICTORIA. B.C.. SEATTLE & TACOMA MOJI, KOBE AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG FOR

Steamer.	Tons.	Captain.		Sailing Date.
OCEANO	4,657	F. W. Davis	0 000	
KUMERIC	6,232	J. Mathee	0 000	
AYMERIC	4,363	J. Boyd	0 0 000	

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,

Hongkong, 21st May, 1909.

GFN ERAL AGENTS. QUEEN'S BUILDINGS.

IMPERIAL GERMAN MAIL LINES.

	FOR	STEAMERS	TO SAIL.
	NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"LUETZOW" Capt. C. DEWERS	{ Wed'day, 16th June, at Noon.
•	SHANGHAI, NAGASAKI, KOBE	"YORCK" Capt. J. BANDERMANN	About Thursday, 17th June.
	MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISEKE	Friday, 18th.
	УОКОНАМА & КОВЕ:	"PRINZ SIGISMUND" Capt. D. Lenz .	About Saturday 26th June.

NORDDEUTSCHER LLOYD. MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 4th June, 1909.

For further Particulars, apply to

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hengkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. 'EMPRESS OF JAPAN" SAT., 12th June. "EMPRESS OF CHINA" SAT., 3rd July. "MONTEAGLE" WED'DAY, 14th July. "EMPRESS OF INDIA" SAT., 24th July. "EMPRESS OF JAPAN" SAT., 14th Aug. "EMPRESS OF BRITAIN" FRI., 10th Sept.	"EMPRESS OF CHINA" SAT., 3rd Ju "MONTEAGLE" WED'DAY, 14th Ju	y. "EMPRESS OF TREE RND PRI, 30th Aug.
--	--	--

Steamships leave HONGKONG at 6 P.M. " Empress at 12 NOON. " Monteagle

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) and 1st Class Railway .. First Class rate to London includes cost of Meals and Berth in Sleeping Car while

crossing the American Continent by Canadian Pacific direct Line.

B.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Har books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China,

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

TO BAIL. STEAMERS. "ARMAND BEHIC" SHANGHAI, KOBE & On 21st June, P.M. Capt. Guionnet YOKOHAMA ... On 22nd June, MARSEILLES VIA PORTS Capt. Rebutat 1 P.M. "ERNEST SIMONS" • On 5th June, P.M. SHANGHAI KOBE Capt. Girard **УОКОНАМА** (On 6th June, "TOURANE" MARSEILLES VIA PORTS Capt. Lancelin 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to-P. DE CHAMPMORIN, AGENT,

Corner Pedder Street and Praya, opposite Blake Pier.

Hongkong, 9th June, 1909.

Queen's Building.

VESSELS ON THE BEKTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON. AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON.

THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL. AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI," Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 12th June, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOTTAN," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and. Tea for London (under arrangement) will betranshipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Persia" due in London on the 25th July, 1909. Parcels will be received at this Office until

4 P.M. the day before sailing. The contents. and value of all packages are required. " For further particulars, apply to E. A. HEWETT,

Superintendent. Hongkong, 31st May, 1909. "SHIRE" LINE OF STEAMERS, LTD.

FOR SHANGHAI, NAGASAKI, KOBE AND

ҮОКОНАМА. THE Steamship

"SEGURA." Captain Hayes, will be despatched as above TO-DAY, the 12th June, at 4 P.M. The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a doctor and stewardess. For Freight, or Passage, apply to-

JARDINE, MATHESON & Co., LD. Hengkong, 9th June, 1909. FOR SHANGHAI, YOKOHAMA, KOBE

AND MOJI.

THE Steamship

"JAPAN," Captain J. G. Olifent, will be despatched for the above Ports on SATURDAY, the 19th inst., at

NOON. This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.

RETURN TOURS TO JAPAN. (Occupying 24 Days). Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe

(Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip \$120. DAVID SASSOON & Co., LTD.,

Hongkong, 11th June, 1909. STEAMSHIP SERVICE REGULAR (WITH LIBERTY TO CALL AT MALARAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. S.S. " PATHAN "... On 22nd June. For Freight and further information, apply to

DODWELL & Co., LTD.

Agents. Hongkong, 28th May, 1909. EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.) THE Steamship

"EMPIRE," Captain Helms, will be despatched as above on WEDNESDAY, 23rd inst, at NOON. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with.
the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the Steamers of the Company have

electric fans fitted in statercoms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Hongkong, 4th June, 1909.

Cutler, Palmer & Go.'s



, Palmer & Go., London.

AGENTS HONGKONG.

ORIENTAL PENINSULAR

STEAM NAVIGATION COMPANY.

	STRAMERS	TO BAIL	REMARKS
LONDON VIA USUAL POR	TS DELHI Capt. G. W. Gordon, R.N.R.	\ Noon, 12th June	Bes Special Advertisement.
LONDON and ANTWER VIA SINGAPORE, PEN ANG, COLOMBO POR SAID and MARSEILLES	P) POONA	About 16th June	Freight only.
WELLSTOFFAT MOST TOD	E MALTA Capt. G. M. Montford, R.N.B	About 17th June	Freight and Passage.
SHANGHAI	CARRAYE	About 24th	Freight and Passage.

For further Particulars, apply

E. A. HEWETT. Superintendent.

Hongkong, 12th June, 1909.

	FOR	Of Direct	F 75 7 F 17			
	PART STRUCTO and QUANCHAI	· KWEILI	N "	On 12t	h June, 4 P.M	[, 3)∡ ·
	SHANGHAI	"CHENAL		~ ~ ~~ ·	_ ~	-
	TOOTHOW and HAIPHONG				h June. 9 A.M	£. :
	WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICH	10W "	On 15t	li June, 4 P.M	4.
	WEINT WELL OTHER OF HILL TIERTER	"KATEON	ig"	On 15t	h June 4 P.M	4. '
	CEBU and ILOILO	IEIEIT OI		~		•
	MANILA. ZAMBUANUA,		· · · · · · · · · · · · · · · · · · ·			
	THURSDAY ISLAND, COOK-		•	- .	•	
	TOWN, CAIRNS, TOWNS.			. 0. 164	L. Tring Abn S	
<u>.</u>	-VILLE—BRISBANE, SYDNEY,	-"CHANG	SHA		in o aliata a a co	34.
	with Transhipment for TASMANIA, [. 1		
	NEW ZEALAND, ADELAIDE,	The state of the s			r	
	TAND TO MAKE A NOTE OF COMPANY OF THE PROPERTY		·		h June, 3 P.	M
	APPENDIT A	"TAMIN	Tarrent	Оп. 166	Tuno 4 p	TAT
						36
	SHANGHAI	" CHINH	UA "	On 11	n. Jugo, 4 P.	, 81.,
	TSINGTAU, CHEFOO and NEWCHWAN SHANGHAI SHANGHAI MANILA DIRECT SAILINGS T	" LINAN	99 	On 20t	ษักเลง, เก็บ	2mr
	MEANIT.A	".TEAN"		On 22t	10, June, 5 P.	.M.
	DIDECT SAILINGS	O WEST	RIVER. Twice	ce Week	ly.	

S.S. "LINTAN" and S.S. "SANUL." AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, vargo booked through for all Australian, New Zealand and Tasmanian Ports:

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Salcon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUL" "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Faus in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to-Hongkong, 12th June, 1909

TELEPHONE 36.

BUTTERFIELD & SWIRE, AGENTS.

STEAMSHIP DOUGLAS LIMITED.

TOTAL CONTRACT CONTRACT PORTS

HIGHEST CLASS-FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LENVIAG.
"HAICHING"	AMOY & FOOCHOW.	SATURDAY, 12th June, st 1 P.M.
Capt. Passmore "HAIMUN,"		SUNDAY, 13th June,
Capt. Evans		at Noon. TUESDAY, 15th June,
Capt. J. S. Roach	FOOCHOW.	at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to-DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

dongkong, 12th June, 1909.

INDO-CHINA S. NAV. CO., LD.

	,					
DOCTROVED S	ATLINGS FR	OM HONG	KONO-(S)	JBJECT-	CO ALTERAT	'ION.)
FUR.	. GWATAWA	4	HANGSAN	IG " Sur	day, 13th June,	D'light
SHANGHAL YE	V SAUTOH!	46	WINGSAL	VG Tue	esday, 15th June	, Noon
SHANGHAL	TINE AND TO A	T CITITITIA "	KITTSANG	Tne.	sdav. 15th June.	Noon.
SINGAPORE,P	MINANG A CA	HOULER #	MATISANO	Y Wed	l'day, 16th June.	Noon.
SANDAKAN	0077717147	A	AMADA	 Մեո	reday, 17th Jun	e_ 4 P.M.
SAMARANG S	SOUKABAI.	A	TATA TOTAL N	G" - Fri	der 18th June.	Noon.
CHANGHAI			41 WWW CATTAIN	<u> </u>	day, 18th Inne.	1 р.м.
MANILA	***	T CATEGORY A.	TALL BUILDING		ander 10th June	Noon
CITATOLA DOD DE 1	DENANG KA	RASULIA"	TO DIOTIN	X 1240	den 20th Tana	Diloht
RHANGHAI	*	14 410	TOMORRE	710 00	day 2001 5 the	Дри
RATA ATTT. A	•		. TOON ROY	THO LL	any, zour oune,	Monn
SHHAL YOK	OHAMA, Kobe	& MOJI	NATION	G		* MOOR
The same and the same	RETHEN	TOUE	RS TO	-JAPA]	Ν.	
	FOR SHANGHAL SHANGHAL SINGAPORE, P SANDAKAN SAMARANG & SHANGHAI MANILA SINGAPORE, P SHANGHAI	FOR SHANGHAI VIA SWATOW. SHANGHAI SINGAPORE, PENANG & CA SANDAKAN SAMARANG & SOURABAY SHANGHAI MANILA SINGAPORE, PENANG & CA SHANGHAI MANILA SHANGHAI MANILA SHHAILA	SHANGHAI VIA SWATOW SHANGHAI SINGAPORE, PENANG & CALCUTTA SANDAKAN SAMARANG & SOURABAYA SHANGHAI MANILA SINGAPORE, PENANG & CALCUTTA SHANGHAI MANILA SHANGHAI MANILA SHANGHAI SHANGHAI SHANGHAI	SHANGHAI VIA SWATOW "HANGSAN WINGSAN WINGSAN WINGSAN MAUSANG & CALCUTTA" KUTSANG SANDAKAN "MAUSANG SAMARANG & SOURABAYA "AMARA" WAISHIN MANILA "YUENSAN SINGAPORE, PENANG & CALCUTTA" KUMSANG SHANGHAI "TUNGSHI MANILA "LOONGSAN MANILA "LOONGSAN SHANGHAI "LOONGSAN SHANGHAI "NAMSAN WAISHI WANILA "LOONGSAN MANILA "LOONGSAN MANILA "NAMSAN WANILA "NAMBAN WA	SHANGHAI VIA SWATOW	SHANGHAI VIA SWATOW "HANGSANG" Sunday, 15th June, "WINGSANG Tuesday, 15th June, "WINGSANG" Tuesday, 15th June, "MAUSANG" Wed'day, 16th June, "MAUSANG" Wed'day, 16th June, "AMARA" Thursday, 17th June, "WAISHING" Friday, 18th June, "YUENSANG" Saturday, 19th June, "SHANGHAI "TUNGSHING" Saturday, 19th June, "AMANILA" "TUNGSHING" Sunday 20th June, "LOONGSANG" Friday, 25th June, SH'HAI, YOKOHAMA, KOBE & MOJI. "NAMSANG" Saturday, 3rd July

OCCUPYING 24 DAYS. The Steamers "Kutsang," "Namsang " and "Fooksang " leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. * Steamers have superior accommodation for First Class Passengers and are fitted throughout * Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 61. Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao Usukan, Jesselton and Labran.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Longkong, 12th June, 1909.



Hongkong, 12th June, 1909.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS ~AND FORMOSA.

PROPUSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

T. ARIMA, Manager.

	•			• • •		·
	FOR		THE	co.'s s.s.		LEAVING
* TAMSUI		ATOW	"DAIJIN	MARU"	_	TUESDAY,
# _	₹₩₩₩	,	. Lant I	. RUBURA	KI IJU	June. SDAY, 22nd June,
+* SHANGI	IAI VIA S	WATOW,	CHOSH U	N MAKU H Suru	var i åt.1	O A.M.
AMOY + ANPING	WE ATE	ATOW.	·· soshu i	IARU"	· } WEI	D'DAY, 23rd June,
T AMILIMO	TAR DI	1240		4 TT CI	. (at	10 th

& AMOY These new Steamers have excellent accommodation for First and Seecond Class Passengers and are fitteed throughout with Electric Light. First-classs Cablus Amidships.

Unrivalled Table. + Taking Cargo on through Bills of Lading to all Yangtze and North China Ports. For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1 Queen's Buildings.

YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.) PROJECTED SAILINGS FROM HONGKONG-

SUBJECT TO ALTERATION.

81			
Destinations.	STEAMERS.	_	Sailing dates.
DESTINATIONS.	ZCADO MARII		WED'DAY, 23rd June,
MARSEILLES, LONDON and	Gunt Cos Anderson	6500	at Daylight
I: ANTWERP, THE SINGLA-) Capt. Goo. 22100-2021	,,,,,,,	WED'DAY, 7th July,
I DORT PENANU.	DIMOO TIVINO	£500 .	at Daylight
こうさんそうしゅう しょうしんりんりょう はっしょ	t ising it. Chilipmanachi	OOOU	TUESDAY, 22nd June,
VICTORIA, B.C. and	O'SUIMANO METERS	, ' Epon	TUESDAL, ZERGO uno,
SEATTLE, via KEELUNG	Capt. K. Kawara,	6590	at 4 P.M.
			a materiors a SE CAL Tailor
I WATERATOUT WHIMIDAU	10 IMMOO MILLIA		TUESDAY, 6th July,
and YOKOHAMA	Capt. S. Ishikawa,	8000	5 at 4 P.M.
SYDNEY and MELBOURNE,	KUMANO MARU		FRIDAY, 9th July,
via MANILA, THURSDAY	Cant. N. Mathieson.	6000	at Noon.
via MANILA, THURSDAY	SVAWATA MARU"		FRIDAY, 6th Aug.,
ISLAND, TOWNSVILLE	Cant T Soking	5000	at Noon.
I TITTITE KILI	A 4 (86) 181. A 8 (6.10) 4 (6.10)	. ,	THURSDAY, 17th
I TO CALEDA W WING A PICK P.	I I FIDUCIAL MARKET	4500	
and COLOMBO	Capt. D. Non,	-1350	THURSDAY, 17th June,
1 3T 4-2) 1 62 A 16 1 MI 4 1-1 1 PA 1-1-15-P		9000	
			THURSDAY, 17th
E PA W	1		L — , · · · ,
I KORE .	Calle Tr. colour	4500	Juno.
9,	A A TRY A RAY A BOLL		FRIDAY, 25th June,
KOBE and YOKOHAMA	Capt. A. Keith,	6500	at 5 P.M.
LANGE OF A CAPTER TO THE CONTRACT OF THE CAPTER OF THE CAP	ITVAWATA MAKU		WED'DAY, 7th
YOKOHAMA	Capt. T. Sekine, det	5000	July, at Noon.
		· .	the state of the s
Omitting Shanghai.	E Hillusiana Polommahar	ri.	1 Cargo only.
§ Fitted with New System of	I Milloress TeroRighthy.		• • • • • • • • • • • • • • • • • • • •

EXTRA PASSENGER SERVICE NEW STEAMERS-EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID. THE Co.'s NEWLY BUILT 9000 TON PASSENGER STRAMERS WILL BE DESPATCHED FROM HONGKONG AB FOLLOWS

HIRANO MARU - (Capt. H. Fraser) - About Wed. 30th June KAMO MARU - - (Capt. F. L. SOMMER) - About Wed. 28th July. MISHIMA MARU - (Capt. A. E. MOSES)- About Wed. 25th August.

ATSUTA MARU - (Capt. WM. THOMPSEN)- About Wed. 22nd Sept. CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

TRIPS CHEAPEST ROUND BETWEEN

HONGKONG AND JAPAN PORTS.

	Commencing 1st L CURSION (1sr & 3 Yekohama Return.	Kobe Return.	Moji Return.	Nagasaki Retur
1st CLASS	\$120	8110	\$100	890
	\$ 80	\$ 70	\$ 60	850

Hongkong, 8th June, 1909.

For further particulars apply to

T. KUSUMOTO. MANAGER. [15-93] HONGKONG-MANILA.



[10

Highest Class, newest, fastest and most luxurious Steamers between Cuisine Strand Manila Salcon amidships. Electric Light, Perfect date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMBHIP	Tons.	CAPTAIN	FOR	Sailing Date.
RUBI	2540	R. W. Almond.	Manila	On 12th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 19th June, Noon.

For Freight or Passage apply to

Hongkong, 10th June, 1909.

SHEWAN, TOMES & Co. GENERAL MANAGERS.

Hongkong, 31st May, 1909. LINIE HAMBURG

EAST ASIATIC FREIGHT SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

FINAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediteranean, Levantine, Black Sea and Baltic Ports,

and all North and South American Ports Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG: HOMEWARD.

OR SHANGHAI, YOKOHAMA & KOBE: SS BRASILIA	FOR HAVEE & HAMBURG: S.S. SENEGAMBIA 21st June FOR MARSEILLES, HAVRE & HAMBURG S.S. SILVIA 28th June FOR ANTWERP, ROTTERDAM & HAMBURG: S.S. SITHONIA 1st July FOR HAVRE & HAMBURG: S.S. IETRIA 9th July FOR MARSEILLES, BREMEN & HAMBURG: S.S. SCANDIA 12th July FOR HAVRE & HAMBURG: S.S. BRASILIA 22nd July
HAM	BURG-AMERIKA LINIE,

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

GOTHENBURG.

WITTAKRATTA ON MORTON

	SORTEGE TO	, Allemarkin.	
DESTINATION		STEAMERS	DATE OF BAILIN
HANGHAI, YOKOHAMA	and KOBE	"SIAM"	Middle of June.
ARSEILLES, HAVRE	, COPEN-1	"NIPPON"	23rd June.
HAGEN and GOTHENB HANGHAI, YOKOHAMA	URG)	" YEDDO"	. 5th July.
AVRE, COPENHAGEN	and ST.	"SIAM "	Middle of July.
PETERBURG			

For Further Particulars apply to Hongkong, 11th June, 1909.

MELCHERS & CO.,

HongkongOffice.

OSAKA SHOSEN

INAUGURATION TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAL and JAPAN. (Intermediate Ports of Call

Rogular-Shanghai, Moji, Kobe and Yorohama. Occasional-Manila, Keelung, Yokkatchi, Shimidzu, Seattle and VICTORIA, B.C.)

(Subject to Alteration) Newly Built Steamers Sailing Date. On Saturday, 3rd July

SEATTLE MARU " (already launched) 4 other new sister ships to follow The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated smidship. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, T. ARIMA, Manager No. 1, Queen's Buildings. Hongkong, 1st June, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. MANSHU MARU 5000 tons gross Sail July 1st, at Noon. S.S. AMERICA MARU 6000 Aug. 30th, at Noon. S.S. HONGKONG MARU ... 6000 " " Oct. 26th, at Noon. S.S. MANSHU MARU -5000 Dec. 10th, at Noon. For particulars apply to K. MATSDA, Manager.

TOYO KISEN KAISHA, York Building. Hongkong, 5th May, 1909.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-TUURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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Head Office for the Far East :---16, DES VŒUX ROAD,

Japan Office: 14, WATER STREET. YOKOHAMA.

HONGKONG. 759]

SHIPPING IN PORT. STRAMERS.

AMARA, British str., 1,565, Mattock, 8th June - Saigon 2nd June, Coal - Jardine, Matheson & Co. Anghin, German str., 1.001, C. Kumpel, 7th June-Bangkok and Swatow 6th June.

Rice and Timber-Butterfield & Swire. ANHUI, British str., 1,350, J. Meathrel, 9th June-Shanghai 6th June, General-Butterfield & swire. ASCANIER, German str., 1,291, Clangson, 3rd June-Wuhu 28th May, Rice-Hamburg-

Amerika Linie. BOURBON, French str., 998, Le Bail, 6th June -Saigon 2nd June, Rice - Chinese. CHANGSHA, British str., 1,227, E. Finla yson, 10th June-Australian ports 10th May, General-Butterfield & Swire.

CHENAN, British str., 1,047, Brown, 19th May -Shanghai 16th May, General-Butter field & Swire. DAIJIN MARU, Japanese str., 900, F. Kaburaki, 9th June-Swatow 7th June, General-Osaka Shosan Kaisha.

EMPIRE, British str., 2,843, P. T. Helms, 3rd June-Melbourne via Manila 1st June. General - Gibb. Livingston & Co. EMPRESS OF JAPAN, British str., 3,039, Pegbus, 3rd June-Vancouver 13th May, Mails and General-C. P. R. Co.

FUDO MARU. Japanese str., 1,234, Godo, 8th June-Wakamatsu 2nd June, Coal-Mitsui Bussen Kaisha. GLENLOGAN, British str., 3,809, McGregor, 21st May-Foochow 19th May, General-McGregor, Bros. & Gow. HAICHING, British str., 1,234, W. C. Passmore,

General-Douglas, Lapraik & Co. HANGSANG, British str., 1,356, S. Wilde, 6th June-Shanghai 2nd June, General-Jardine. Matheson & Co.

HENRIK IBBEN, Norwegain str., 2,959, M. B. Spandwitz, 9th June, New castle, N.S.W. 19th May, Water Ballast-Order. HOLSTEIN, German str., 1,103, P. Heng, 25th May-Iloilo 20th May, Sugar-Jebson & TEUCER, British str., 5,805, G. W. Parkinson,

Ischia, Italian str., 2481, Belsito Guiseppe, 5th June-Bombay &c., 17th May, General -Carlowitz & Co. ITHAKA, German str., 2,268, W. Vogeler, 10th

June-Hankow 3rd June, Rails-Hamburg-Amerika Linie. Kurichow, British str., 1,215, G. Byers, 9th June - Tientsin and Chefoo 2nd June, General-Butterfield & Swire. Kumsang, British str., 2,078, E. G. Buller, 8th June - Calcutta and Singapore 2nd June,

General - Jardine, Matheson & Co. KWANGSE, British str., 1,205, Hards, 8th June -Wei-hai-wei 2nd June, Salt and General -Butterfield & Swire KWANGTAH, Chinese str., 1,536, W. H. Lunt, 7th June-Shanghai 2nd June, General-

KWEILIN, British str., 1,026, W. Brown, 8th June-Newchwang and Swatow 7th June-Butterfield & Swire.

Locksun, German str., 1,020, W. Taeubert, 6th June-Bangkok 30th May, Rice and Meal Norddeutscher Lloyd.

Lysholt, German str., 1,255, J. Bohman, 16th May-Wuhu 11th May, Rice-Hamburgmerika Linie. MANDAL, Norwegian str., 1,194, E. Excelisu,

9th June-Wuliu 3rd June. Rice-Wallem MABBANG, British str., 1,644, G. S. Weigall. 5th June-Sandakan 31st May, Timber and General-Jardine, Matheson & Co.

MEEFOO, Chinese str., 1,339, J. McArthur. 24th May-Shanghai 21st May, General -C. M. S. N. Co. MICHAEL JEBSEN, German str., 959, J. Petersen. 9th June-Chefoo 3rd June. General'

-Jebsen & Co., Mongolia, American str., 8,750, Henry E. Meaton, 1st June-San Francisco 5th May. Mails & General-P. M. S. S. Co. NANSHAN, American str., 1,517, Carter, 29th May -Cavite 26th May, Coal-4dmiralty. RUBI, British str., 1,619, R. W. Almond, 7th

June-Manila 5th June, General - Shewan, Tomes & Co. Sanuki Maru, Japanese str., 3,789, K. Hemma, 9th June-London 1st May, General-

Nippon Yusen Kaisha. SCANDIA, German str., 8,089, V. Duhven, 29th April-Singapore 21st April, General-Hamburg-Amerika Linie. SHANTUNG, British str., 1,835, Robinson, 9th

June-Chinkiang 3rl June, General-Butterfield & Swire. SPIR, Norwegian str., 870, W. Horn, 2nd June -Wuhu 30th May, Rice-Thoresen & Co. SULMOW, German str., 1,112, E. Anders, 15th May-Wuhn 11th May, General-Ham-

burg-Amerika Linie. SUMATRA, German str., 520, C. Waneo, 22nd May-New Guinea 30th April, General-Melchers & Co. 9th June-Foochow and Swatow 8th June, Suveric, British str., 4,011, Shotton, 18th

May-Manila 15th May, Hemp and Flour —Dodwell & Co. TAMING, British str., 1,250, A. Sommerville, 4th June-Manila 1st June, General-Butterfield & Swire.

TENYO MARU, Japanese str., 7,265, 9th June-San Francisco 13th May, Mails & General -Toyo Kisen Kaisha.

10th June-Manila 8th June, General-Butterfield & Swire. WINGSANG, British str., 1,425, J. Smith, 6th

June-Chinkiang 1st June, Genera-Jardine, Matheson & Co. SAILING VESSELS.

LCIDES, 4-Mast barque, 2,968, L. Smith, Ist May-Kobe 23rd April, General-Standard

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with Indo-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

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SHARE LIST.—QUOTATIONS.

"CANADIAN WHISKY.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

WINE	AND SPIRIT MERCHANIO.	Chinese Imperial 1886 Tls. 767,20
	38 }	VISITORS AT HOTELS.
TO-DAY.	COMMERCIAL	Hongmong Horns
Sale, Smyrna Carpets, Sales Rooms, Messrs.	COMMISSION.	Mr. P. B. Adame Mr. D. Macdonald
Hughes & Hough, 2.30 p.m.	—; o :—	Mr. A. L. Bodwell Mr. N. MacTulyte
Rughes & Hough, 2.00 p.m.	EKCHANGE	Mr. and Mrs. W. C. Mr. W. Manning Bunner Dr. O. Farriott
VESSELS EXPECTED.	CLOSING QUOTATIONS.	Miss K. A. Massey
VESSIES EXTENDED.		Mr. H. L. Condon Mr. G. C. McIntosh
THE TAXABLE WATER	June 11th.	Mr. F. Canby Dr. G. W. McKean
THE INDIAN MAIL. The Indo-China str. Japan from Calcutta	ON LONDON:	Mr. E. W. Day Mrs. R. J. McKnight Mr. C. P. Edwards Mr. J. E. Mcnagh
oft Singapore on the 9th inst. afternoon, and	Telegraphic Transfer	Mr. Denman Fuller Mr. F. Minemora
my be expected here on or about the 15th inst.	Bank Bills, at 30 days' sight1/92	Fr. J. Cell Mr. H. J. Morse
THE GERMAN MAIL.	Bank Bills, at 4 months sight1/9 as	Mis E. H. Gill Major L. H. Moses
The I.G.M. str. Yorck carrying the German	Credits, at 4 months' sight1/918	Miss V. H. Gill Mr. J. D. Mulder
Mails with dates from Berlin of the 19th ult.,	Documentary Bills 4 months' sight 1/9 18	Mr. A. B. Giles Mr. and Mis. C. (Mr. G. V. Hayes Osbarne
eft Colombo on Saturday the 5th instant p.m.,	ON PARIS:—	Hon. Mr. E. A. Hewett Mr. & Mrs. B. S. Osgoo
ind may be expected here on or about the 16th	Bank Bills, on demand225	Capt. R. Innes Mr. B. H. Ray
nstant.	Credits, at 4 months' sight229	br. & Mrs. A. Jamada, Mr. F. Reiser
The I.G.M. str. Prinz Sigismund left Sydney	ON GERMANY:	nura & chi'd Mr. J. Rosenfeld
in the 3rd inst. at 11 a.m., and may be expected sere on or about the 25th inst.	On demand	Mr. J. R. Jamieson Mr. H S. C Rowley Mr. M. ob in Mr. L. T. Ruprecht
	Bank Bills, on demand431	Mr. C. L. Johnson Miss S. S. Scull
The P.M. str. Korea from San Francisco sails	Credits, at 60 days' sight443	Mr. T. B. Jovers Mr. A. J. Skinn
rom Yokohama on the 8th instant, and is due	On Bombay :	Mr. A. Juil Surgeon and Mis. A. J
o arrive at this port on the 19th instant.	Telegraphic Transfer	Mr. O. C. Kench Spalding, B.N.
THE CANADIAN MAIL.	Bank, on demand	Mr. C. W. Kerridge &c. J. Spittles
The C.P.R. str. Empress of China left Van-	ON CALCUTTA:	Mr. & Mrs. W. D. Kraft Mr. W. T. Ftebbing Mrs. J. A. Sullivan
ouver a.m. on Thursday the 3rd instant for	Leigraphic Transfer	Mr. E. Leverson Mr. Chas. E. Watkins
longkong via the usual Ports of call.	Bank, on demand	Miss Levezeon
MERCHANT STEAMERS.	On Shanghai : Bank, at sight	KING EDWARD HOTEL.
The str. Segura left Singapore on the 6th stant, and may be expected here to-day.	Private, 30 days' sight	Mr. J. P. Faxter Capt. and Mrs. W.
The C.N. Co.'s str. Kweiyang left Chefoo on	ON YOKOHAMA:-On demand864	Mr. O. Hille Crand Passmore
to 5th inst., and is due here to-day.	ON MANILA:—On demand—Peros—872	Mr. Ch. D. Ford Mr. J. H. Fearson Mr. A. N. Kemp Mr. M. Scarpari
The t .N. Co.'s str. Nanchang left Chefoo on	On Singapore -On demand763	Mr. Thos. W. Kydd Mr. & Mr. S. Filverston
he 6th inst., and is due here to day.	ON BATAVIA:—On demand	Mr. A. R. Luckie Mr. E. E. Fmith
The N.Y.K. str. Shinano Maru (American		Capt. B I uncholm Miss A. Square
line) left Shanghai on the 11th instant, and is	On BANGKOK:—On demand843	Mr. H. N. Mody Mr. D. V. Steavenson
rpected here to-morrow. The Link Line str. Gymeric sailed from		Mr. D. M. Nicoleon Mr. & Mis. Thompson Mr. B. I. Packer Miss H. M. Thompson
okohama to Hongkong via Kobe. Moji and	GOLD LEAV. 100 fine, per tael	KINGSCLIEN PRIVATE HOTEL.
Tanila on the 5th instant.	BAR SILVER, per oz24 3	Mr. E. Arndt Mr. Cruicksbank
The Mexican & Oriental S.S. Line Ltd.'s		Mr. & Mrs. Jas. D. Mr. P. Sydenham Dixe
tr. Erroll sailed from Saline Cruz on the 24th	SUBSIDIART COINS.	Auld & children Mr. Feri ihough
ilt. for Japan and Hongkong.	f	Mr. A. Austin Nr. H. R. Hunt
The E. & A. str. Eastern left Sydney on the	Chinese20 cents pieces\$8.18 discount.	Mr. E. W. Panckham Mr. & Mrs. A. Köhler Madan e Beandown Mr. L. V. Langstein
h first, via Queensland Ports, Port Darwin, Imor and Munila.	Chinese10 ,,\$8.80 ,,	Mr. F. I evington Mr & Mrs. Nacdonal
The Bank Line str. Kumeric sailed from	Hongitong	Dr. Black Capt & Mrs Charl
seattle to Hongkong via Japan and Manila on		Mr. & Mrs. Brod reen Vindsor Mason,
ie 3rd instant.		Mr. F. K. Prownrigg Mr. R. S. Morrison
The American and Manchurian Line str.	OPIUM.	Mr. B. Bulmer Mr. Hans-Popper Mrs. Butcher Mr. P. C. Potts
Matoppo left Singapore on the 7th inst., and is		Mr. J. D. Butcher Nrs. G. Sachse
tue here on or about the 14th inst.	June 11th.	Mr. & Mrs. Carl N. Miss K. Fachse
The N.Y.K. str. Yetorofu Maru (Bombay)		Corlson & children Mr. S. P. V arbrook
ine) left Singapore on the 8th inst., and is expected here on the 15th inst.		Mr. S. H. Carnelley Mr. B. Webb
_	Malwa New	Capt. C. H.D. St. Clair, Mr and Mrs. B Wennink
VESSELS IN DOCK.	Malwa Older \$1,210/1,250	Dr. & Mrs. F. Clark Dr. Wright
June 11th.	Malwa V. Old \$1,260/1,320 ,,	Miss Filea Clark Mr. W. An hold Zed
ABERDEEN DOCK.—	Persian fine quality \$1,050/1,090 ,,	Ar. A. B. Cragga lius
KOWLOON DOCK Chan Po, Sir W. Jerroise,	Persian extra fine \$900/955	- Kowloon Hotel,
Daijin Maru.	Patna New \$1,0121 per chest.	Er. C. F. Ceke Mr. E. Reinhardt
COSMOPOLITAN DOCK.—	Patna Old ,,	Mr. A. I ione z n Mr. J. J. f ib ett Mr. J. F. Cardner Mrs. W. B. Simpson
TAIKOO DOCK-Manle Leaf Tamina	Benares New \$1,025 ,,	Mr. J. P. Cardner Mrs. W. B. Simpson Nr. E. A. Jeving Mr. F. Treste
THE ALKAMATERIST WHEN BY COMPANY AND A STREET AND A STREET AND A STREET AND A STREET AND ASSESSMENT		

TAIKOO DOCK-Maple Leaf, Taming

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,	Зтоск в.		NO. OF SHARES.	VALUE.	PAID UP.	TIONS CASH.
,	кз.—			1 1 1		£ 0000
,	no.— Hongkong & Shanghai Bank Cort	poration	120,000	\$125	all	{ \$990, sellers £92.
	National Bank of China, Limited	· 1.	99,925	1	1	\$51, buyers
	B Asbestos Eastern Agency, Lim		8,604		1	8104, buyers
		111	60,000	1		\$133, buyers
	in Borneo Company, Limited	mis y	50,000	810	\$10	\$13%, onyers
	a Light and Power Company, Lin	U 1	50,000	\$1	\$1)
	ia Provident, Loun & Mortgage C	o., Ld	200,000		\$10	39½, buyers
	TON MILLS,—	<i>i</i> - 1	-	m	m	The 100
	Ewo Cotton Spin'g. & Weaving Hongkong Cotton Spinning Co.	.vo., Ld. , Ld	20,000 1 25,000	\$10) _i \$10	\$81, Bellers
	International Cotton Manufing	Co., Ld.	10,000	Tls. 75	Tls. 75	Tls. 87.
	Laon-Kung-Mow C. Spin & Wen	w.Co.,Ld	B,000	Tls. 100	Tis. 100	Tls. 108.
	Soy Chee Cotton Spinning Co.,	Limited	2,000	Tls. 500	Tls. 500	Tls. 375.
Dai	ry Farm Company, Limited		40,000	\$72	\$6	8161, sal. & bu
Doc	CKS AND WHARVES.—				1	250
.'	H'kong & Kowloon Wharf & G.	. Co., Ld.	60,000 50,000			\$59, sal. & bn \$67, sellers
	Hongkong and Whampon Dock New Amoy Dock Co., Limited	Co., Ld.	50,000 10,000) \$6≩	863	\$9.
`	Shanghai Dock and Engineering	g Co., Ld	55,700	Tls. 100	Tls. 100	Tls. 84.
	Shanghai and Hongkew Wharf	Co., Ld	36,000	Tis. 100	Tls. 100	Tis. 161.
Fer	wick & Co., Limited		18,000		i .	\$11, sellers
	en Island Cement Co., Limited		400,000			
			,			\$210, buyers
Hor	ngkong and China Gas. Co., Limingkong Electric Co., Limited		7,000 60,000	\$10	\$10	\$19, buyers
		1	12,000	350	0 611.5	\$71, (old) sel
	ngkong Hotel Company, Limited		8,000	\$25	5 [838, buyers
Ho	ngkong Ice Company, Limited	The	5,000	\$25	5 all	\$155, sellers \$25, sales
Hor	ngkong Rope Manufacturing Co.	, imited	60,000	\$11	ent.	
Ins	surances.— Canton Insurance Office Co., Li	mita		o \$250	0 \$50	
1	Canton Insurance Office Co., Li China Fire Insurance Co., Lir		10,000	0 \$10	0 \$20	8110, buyers
	China Traders Insurance Co., I	Limited	24,000	0 \$83.3	3 \$25	\$85½, buyers
1 ·	Hongkong Fire Insurance Co.,	, Limited	8,00	O \$25	0 \$50	
ļ ·	North-China Insurance Co., Li	mited	10,00	0 £1	- 1 ·	\$845
. '	Union Insurance Society, Limi Yangtsze Insurance Association		12,40 12,00			
T	nds and Buildings.—		, ara,500			
<u>۸</u> به. ا	Hongkong Land Invest. Agenc	у Со Т	50,00	\$10	1 1	3110, sales
	Humphreys' Estate and Finance	co Co., Ld.	150,00	00 81	0 all	\$94, Bal. & b
1	Kowleen Land and Building C	o., Ld	6,00)O \ 	0 \$30	0 Tls. 119.
}	Shanghai Land Investment Co West Point Building Co., Limi	ted ted	78,00 12,50		50 Tls. 50	
			12,50	**		1
Mı	INING.— Société Française des Charb'ges			00 Fcs. 25	50 all	
	Société Française des Charb'ges Raub Australian Gold Mining			· ,	50 an E1 18/1	0 \$91, sellers
			25,00	00 81	10 all	\$13½, buyer
l	ak Tramways Co., Limited	, · •	50,00	00 81	10 - 81	\$1 ₂ .
	hilippine Co., Limited	, · •	75,00		10 81	- 1 mm - 19 '
	efineries.—					
ابعد ا	China Sugar Refining Co., Lin	nited	20,00			
	Luzon Sugar Refining Co., Lin	mited	7,00	00 \$10	00 all	\$15, sellers
R					50 85	50 850, sellers
l l	TEAMSHIP COMPANIES					
14	China and Manila Steamship				25 \$2	
	Douglas Steamship Co., Limit	ted	∴ 20,00	00 \$4	50 al	1 \$36.
1	Hongkong, Canton & Macao S.	<i>y</i>	ì	1 .	15 \$1	\$483.
	Indo-China Steam Navigation		-		£5 all	\$253.
[Shell Transport & Trading Co		2,000,0			81 61/6, buye
1	Star Ferry Company, Limited	- /	10,0	100 \$	10 \$	10 \$\$2 6. \$5 \$\$1 5 <u>1</u> .
6			10,0 6.0	KOO 1 8	25 82	25 324 , sellers
8	outh China Morning Post, Limite	d ,,,,,,	. 20,0		\$5	\$5 \$53, seller
ı	TORES AND DISPENSABLES					
الم	TORES AND DISPENSARIES.— Campbell, Moore & Co., Limi	ited	. 1,2	00	—	u s t?
	Watkins, Limited		. 10,0	8 (00)	10 8	10 834.
1	A. S. Watson & Co., Limited	d.	. 90,0	S (00)	\$10 \$	10 \$8.70, selle 00 \$150, buye
1	Weissmann, Limited		*	75 81	100 \$1 0	34 313, sales
1	nited Asbestos Oriental Agency,	Limited {	100 fd	era \$	\$10 \$	10 8300, sales
1	nion Waterboat Co., Limited		100 100		-	10 \$11, sales
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	Loans.	Amoun	t. Val	1	interest.	Quotation

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Mr. G. V. Hayes	Osbx rne	and E. H. Foote; for	Calcutta, Capt. Ryb

Ir. F. Wertheimer

Nr. E. A. Irving

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ink. * Weiss and E. H. Foote; for Calcutta, Capt. Rybots Syce; for London, Messra T. H. Murphine, Ferguson, W. Shearer and W. Downie; from Yokohama, for Bombay, Captain Molloy; for Marseilles, Mr A. J. Cowdry and servant for London, Mr A. Russell.

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TO DEPART. Per Sanuki Maru, for Japan, Mr and Mrs Peacock, Mr and Mrs S. F. E. Holmes, Mr and Mrs F. Dante, Misses Russell (2), Jones and C. Kida, Messrs H. Burn, R. Burn, Burnett, Deverell, Nomura, Takamatsu and Watanabe. Per Delhi, for Europe, &c., Mr and Mrs. Osgood, Miss Barrett, Capt. Molloy, Messrs Downie, Ferguson, Weiss, Cowdry, St. Barbe, Marphine, Rowsell, Shearer, Scarpara, W. H. Kelley, J. M. Dillon, A. H. Bodwell and Foote. STEAMERS PASSED THE CANAL.

May 22nd-Mishima Maru, 26th-York, Benvorlich, Palma. 29th-Ambria, Awa Maru, Armand Behic, Glamorganshire, Konang Si, Orestes, Patroclus, Sikh. June 2nd - Cyrus. Dacre Castle, Indrawadi, Glenearn, Tycleus. 5th-Tranquebar, Indrashama, Prometheus, Sardinia, Slavonia, Tonkin, Carnarvonshire, Mochaon, Nubia, Silesia. 9th-Kleist, Yeddo, Benlaria.

ARRIVALS AT HOME. June 10th-Palma.

AVERAGE MARKET PRICES. June 11th, 1909. The Prices are given in Dollar Cents. SUTCEME MEAT. 為持重度 Met Lung Pà Yuk-Beef, sirlein and prime out 1b. 20 Ham Ngau Yok-Corned Beef A Shiu Ngau Yok—Roast Beef... , 20 M4 Ngau Nam-Breast of Beef Tong Yok-Beef for soup Ngau Yok Pa—Beet Steak...... , 20 ARA Ngau Yok Ch'ong-Sausages " 26 My Ngau No-Bullock's Brains set 10 Ngau Lao-Beef Steak, Sirloin lb. 30 Ngau Le-Bullock's Tongue, 代中國 Ham Ngau Lo-, corned ,, 60 M4 Ngat Tau-Bullock's Head... , 80 A Ngau Sam- .. Heart... lb. 13 SI 42 Ham Ngau Kin-Boef Hump, Salt Ngau Kök-Bullock's Feet ... each 8 Ngau In-Bullock's Kidney ... , 10 Mau Mei-Bullock's Tail Ngau Kon -Bullook's Liver ... lb. 12 社中 Ngau T'o-Bullock's Tripe, 為責任中 Ngau Tsai T'au Kök—Calve's hend and Feet.....eet \$1.00 音牌学 Yong Pai Kwat-Mutton Chop lb. 22 Ha Yong Pe-Leg of Mutton , 22 Yong Shau-Mutton Shoulder ,, 20 Your T'au-Sheep's Head &feeteac Your Sam-Sheep's Heart Yong In-Sheep's Kidneys ... each . 9 FA Yong Kon-Sheep's Liver ... lb. 24 Chil Kök-Pig's Foet each 12 Chi No-Pig Brains per set 2 Ohu Teap—Pig's Fry lt. 25 Chu Iu-Pig a Kidneypair 8 合序指 Chu P'ai Kwat-Pork Chop ... 1b. 21 Chu Sam-Pig's Heart 9 Fig Cha Kon-Pig's Liver " 4 Chu Tsai-Sucking Pigs (to 清牛生 Shang Ngau Yau—Beef Suet ** Shang Yong Yau-Mutton Suet , 22 # Ngau Tsai—Veal 20 Ngau LapCh'ong-BeefSaurage , 26 Ngau Lap Ch'ong-Veal , 20 POULTRY. Sin Kai—Capons Pan Kau-Doveseach Ne水域會 Sang Sheng Shöü Ap— Wild Duck pair Kai Tan-Hen's Eggsdoz. 20 Kai-Fowl, Cantonlb 83 Hoi Nam Kai-Fowls, Hainan , 25 MEN Bhong Hoi Ya Ngoa-Gueese, Shanghai..... pair Par Kop-Pigeons Canton each Hoihow " Om Ch'un-Quail , 26 To Tsai-Hare Shin Kai-Pheasant...... Cht Ku-Partridgeeach -Wo Fá Tsök-Rice Birds ... doz. ---Sa Ta'oi-Saipeeach -■★ Shan Ap—leal,...... Fo Kai Kung-Turkeys, Cock lb. 70 Fo Kai Mo-Turkeys, Hen ... , 55 Tam Shou Yu-Canton Fresh Le Yu-Carp..... Mau Yu-Cat Fish , 12 Rai-Crabs Hoi Sin-Eels, Conger , 16 Tam Shai Sin-Kels, Fresh Wong Sin-Eds, Yellow ## Tin Kai-Frogs , 32 Bhak Pan -Garoupa , 48 Pak Kap Yu- Gndgeon 魚花黃 Wong Và Yū—Labrus., Shi Yu-Mack rol , 21 Chai Yu-Mullot...... Mong Yu-Mong Fish " Shang H6-Oysters Kai Kung Yu-Parrot Fish ... , Hau Taz Yu-Pike Take Fa Po Tun-Plaice..... Pak Ch'ong-Pomfret, White HAR Chong- , Black ... , Ming Ha- Prawns Pi Pa Sa - Baj ARE Sik Kan Kung -Rock Fish ... " Chun Yu-Rose h.... AXE Ma Yau Yil—Salmon, Canton " Bhang Yu-Balmon, Fresh Water, Po Yn-Skate..... Kök Yü-Turtles, small, fresh-Pik Bit Ya-White Bait FRUITS. Hang Yan-Almonds...... , 80 本主任金 Kam Shan Ping Ko-Apples, 基子章天 Tin Taun Pin Ko-Apples, Cfoo ,, --Hoi Tong-Apples, small, C'foo ,, -Fan Chi-Apples, Custard, TAKE Yat Pun Ping Ko-Apples, Bananas, fragrane, Cantes ... 理會此 Shang Houng Triu—Bananas brides, Macao...... Young To-Carambola...... Fung Lut-Chestnuts, Chi. 380 , 15 THE Ye Tex-Cocosmuts..... each 10 子基面 P'o Tai Taz—Grapes... 1st ql. lb. —

Ning Mong-Lemons, Chinese ,, 10

Lai Chi-Lichees, Fresh...lst ql. ,, 15

American...

per 100lat ql. \$2.00

American..... per lb. 3

American ench 25

Papaw lst..... 15

Swatow

" Mandarin " —

Passion Fruit, American... such

Pak Lam-Olives

Men Ch'ang-Oranges, Macso ,, -

88 Li-Pears Shanghai

Sin Isi-Pears, Cooking Ca.ton ... 8

Hung Tri-Persim nors large

Ch'ang-Oranges, Sweet ,, 30

RE Sai Kwi-Water Melons China,

Kam Shang Lingmon-Lemon,

成技事 Lai Chi Kon - Lichees, Small

Ning Mong-Lemons,-Saigon ,

世東名 Lui Sung Mong-Mango, Manila

在中 On Nam Mong-Mango, Saigo1

FILL Shan Chuk Tez-Yangostoons.

Heung Kwa - Musk Melon

Chiu Chau Ch'ang-Oranges

Chu Sa Kat-

精動 Tim Kat—

及四种 Yong Sai Kwa-Water Melon,

Pun Ti Po Lo-Pine-apple..... Pineapple Cooking only ... 2nd 書大 Tai Teiu—Plantains Luk Yau · Pumelo, Amoy ... each — 绘画: Chim Lo Luk Yau - Pumelo, Siam .. 25 San Hop Te-Walnuts, Fresh lb. 12 #A Hop To-Walnuts Green Shanghai Lo Kwat VEGETABLES, &c. 竹油丫篇上 Shanghai Ya Chi Chuk— Artichokse, Shanghai 基書館 Long Soo Ta'oi -- Asparagus.. doz. --Chuk Shun-Bamboo Shoots ... 1b. Tau Kok- , Long..... Min Tau- , Broad Pin Tau- French, S'hai **有差**門隔 O Moon Bin Tau-Beans, , Macao (French) each All Hung Tau Te'oi Sho Beetroot 版章 Taing Ke-Brinjals Green ... 版元 Yuen Ke- , Red Pak Te'oi-Brassica 本本 Kai Ta'oi—Cabbage Chinese 查养性上 Shai Kai Ta'oi-, Shanghai , Kam Shun—Carrota ▲ Ye Ts'oi Fä -- Cauliflower each --表表 Tai Ye Ta'oi Fa-, Large Size .. -春葉春中 (hung Ye Ta'oi Fa—Cauliflower. -基章 Can Ta'oi — Colory, China 1b. 五声译 Young Can Is'oi—Colory, Eng. 虚書 Fu Kwa-Bitter Squash Kon Lat Chiu-Chilies, Dried 加维曾 Taing Lat Taid—Chilles, Green 数花缸 Hung Fa Tsiu-Chilies, Red ... 最會 Taing Kwa—Cucumbers 四射原加 Ka Li Ts'oi Liu—CurryStuff, English 独盛 Shuon Tau—Garlic....... ** Lo Keung-Ginger, old 電子 Tsz Keung-Ginger, young ... Ts'ing Tau-Green Poss 力権 Kan Lik—Horse Hadish, S'hai ... 1. * Suk Mai-Sweet Corn.....piece 4 基生津 Young Shang Ts'oi Lettuce... 1b. Mush Melon..... 25 蓝 度 Shang Tso Ku-Mushrooms 孤准律 Young Ts'ung Tau-Onions, 基本 Shang Ta'ung - Onions, Green .. 4 資產本品 Yat Pun Ts'ung Tan-Onions. Јарапеве 题查法上 Shanghai Ta'ung Tau-Quiona. Shanghai 蓝毛 Mō ka—Okross..... "證文津 Young Tuen Si-Parsley, Eng. ... 20 仔细测点 Foochow Shu Tsai-Potatoes. Foothow 子書書上 Shanghai Shu Teai-Potatoes 任書末日 Yat Pun Shu Tsai-Potatoes. Japanese 任事門機 O Mun Shu Tsai-Potatoes, Macao 仔書館花 Fa Ke Ehu Tsai-Potatoes. American Fan Shu—Potatoes, Sweet..... Tung Kwa-Pumpkin..... 本存储 Chil Teai Ta'oi—Puralina GALLE Hung Lo Pak Tsai-Radish ... Kon Ts'ung Tau-Shalote..... Yin Ts'oi —Spinach..... 疆学 Fo Tan -Tarce....... 基準 Fan Ke-Tomatoes...... Lo Pak-Spiriach Chinese Lien Ngau-Lily Root Yeung Lo Pak-Turnips, Eng. " Teit Kwa-Vegetable Marrow. Ma Tai -Water Chestnuts. Common ■ Kwei Lam Ma Tai - Water ... -Chestnute, Mandaarin A Sei Vuono Palai. Dage, gen bundle The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the price quoted. M. BOWEN-ROWLANDS. Secretary, Sanitary Board. HONGKONG TIDE TABLE. From June 12th to 18th, 1909. LOW WATER HIGH WATER. Hongkong Mean Time, Height b. m. m 10 20 11 16 a HONGKONG METEOROLOGICAL. REGISTER. H. ngkong Observatory, June 11th. Previous Day On Date at On Date at 4 p.m. at & p.m. 29,82 29.74 29.75 PATOMIST emperature ... Humidity Wind Direction Force ... Westher Highest open air Temperature on 10th.,,,,81 Toward open air Temperature on 10th.....81 JOHNSTONE'S NAPIER "SQUARE BOTTLE WHISKY.

UNVARIED FOR 150 YEARS. THE SAME TO-DAY A3 IN BEWARE OF WHISKIES 2010 04 B Lange 201440 1742 Sold under Similar Names. **通过** Known in Hougkong Half a Century.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & Co., and from ALL WINE MERCHANTS. [52

PERINS' SAUGE

Assists digestion and gives a delightful piquancy and flavour to all

MEAT DISHES. SOUPS. FISH. CHEESE. CURRIES, GAME, POULTRY & SALADS.

> Original & Genuine Worcestershire.



Do you drink Whisky?

If so, drink THE BEST and the BEST is

Wright & Greig's "Premier"

It is the very finest Whisky that can possibly be produced The Whiskies of which "Premier" is composed are of the very oldest, selected-from the best Distilleries In Scotland, and put together with all the knowledge which 50 years' experience can acquire. : : : :

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Known throughout the world and prescribed in all cases of Ancemia, Debility and Convalescence, to your - Toman, children and the aged. Invaluable in hot climates.

DOBE : One wine-glass after the two principal meals. Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark :

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ETEAS is a MELISSA and MINT cordial which surpasses all others by its purety and faultless preparation. To be taken on a lump of sugar. COMPAGNIE du VIN SAINT-RAPHAEL. Valence (Drome-France).

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DECLARATION OF FUTURISM.

A REMARKABLE DOCUMENT.

We have received from Milan a circular states that the International Review Poesia, has founded a new School of Literature under the name of "Futurism," the objects of which are declared to be as follows:-

We intend to glorify the love of danger, the custom of energy, the strength of daring. The essential elements of our poetry will be courage, audacity and revolt. ..

3. Literature having up to now glorified thoughtful immobility, ecstasy and slumber, we wish to exalt the aggressive movement, the feverish insomnia, running, the perilous leap, the cuff and the blow.

4. We declare that the splendour of the world has been enriched with a new form e beauty, the beauty of speed. 'A race automobile adorned with great pipes like serpents with explosive breath, ... a race-automobile which seems to rush over exploding powder is more beautiful than the Victory of Samothrace.

5. We will sing the praises of man holding the fly-wheel of which the ideal steering-post traverses the earth impelled itself around the circuit of its own orbit.

The poet must spend himself with warmth brilliancy and prodigality to augment the fervour of the primordial elements. 7. There is no more beauty except in struggle.

No masterpiece without the stamp of aggres-siveness. Poetry should be a violent assault against unknown forces to summon them to lie down at the feet of man. 8. We are on the extreme promontary Why look back since we must break

down the mysterious doors of Impossibility? Time and Space died yesterday. We already live in the Absolute for we have already created the omnipresent eternal speed. 9. We will glorify war—the only

hygiene of the world - militarism, patriotism, the destructive gesture of anarchist, the beautiful ideas which kill, and the scorn of woman. 10. We will destroy museums, libraries and fight against moralism, feminism and utilitarian cowardice.

11. We will sing the great masses agitated by work, pleasure or revolt; we will sing multicoloured and polyphonic surf of revolutions in modern capitals; the necturnal vibration of arsenals and docks beneath their glaring electric moons; greedy stations devouring smoking serpents; factories hanging from the clouds by the threads of their smoke; bridges like giant gymnasts stepping over sunny rivers sparkling like diabolical cutlery; adventurous steamers scenting the horizon; large breasted locomotives bridled with long tubes, and the slippery flight of aeroplanes whose propeller has flag-like flutterings and applauses of enthusiastic crowds.

It is in Italy that we hurl this everthrowing and inflammatory declaration, with which to-day we found Futurism, for we will free Italy from her numberless museums which cover her with countless cometries.

Museums, cemetries! Identical truly, in the sinister promiscousness of so many objects unknown to each other. Public dormitories, where one is for ever slumbering beside hated or unknown beings. Reciprocal ferocity of painters and sculptors murdering each other with blows of form and colour in the same museum. That a yearly visit be paid there as one visits

the grave of dead relatives, once a year! are ready to grant it! That an annual offering of flowers be laid at the feet of the Gioconda, we conceive it!... But to take for a daily walk through the museums, our spleen, lack of courage and morbid restlessness, we will not grant it!... Why will you poison yourselves? Why will you decay? What can one see in an old picture except the artist's laborious contortions, struggling to overcome the insuperable barriers ever resisting his desire to express

forth in violent gushes of action and prodtiveness. Will you thus consume your best strength in this useless admiration of the past from which you will forcibly come out exhausted, lessened and trampled ?

In truth, this daily frequenting of museums, libraries and academies (those grave-yards of vain efforts, those mount calvaries of orucified dreams, those registers of broken-down aprings!) is to the artist as the too prolonged government of parents for intelligent young people, inobristed with their talent and ambitious will. For the dying, invalids and prisoners, let it it pass. Perhaps the admirable past acts as a salve on their wounds, as the future is debarred them for ever. But we will have none of it, we the young, the strong, the living

Therefore welcome the kindly incendiarists with the carbon fingers! Here they are! Here! Away and set fire to the book-shelves! Turn the canals and flood the vaults of museums! Oh! Let the glorious old pictures float adrift! Seize pick-axe and hammer! Sap the founda-

tions of the venerable towns! The oldest amongst us are thirty; we have thus at least ten years in which to accomplish

our task. When we are forty, let others younger and more daring men throw as into the waste-paper basket like useless manuscripte!... They will come against us from far away, from every where leaping on the cadence of their first poems, clawing the air with crooked fingers and scenting at the academy gates the good smell of our decaying minds already promised to the

catacombe of libraries. But we shall not be there. They will fin us at last, on a winter's night, in the open country in a sad iron shed pitter-pattered by the monotonous rain, huddled round our trepidating aeroplanes, warming our hands at the miserable fire made with our present-day books flickering merrily in the sparkling flight of their images.

They will mutiny around us, panting with anguish and spite, exasperated one and all by our proud dauntless courage, they will rush to kill us, their hatred so much the stronger as their hearts will be overwhelmed with love and admiration for us! And powerful and healthsome Injustice will then burst radiantly in their eyes. For art can only be violence, cruelty, and

The oldest amongst us are thirty, yet we have already squandered treasures, treasures of strength, love, daring and eager will, hastily, raving, without reckoning, never stopping, breathlessly.

Look at us! We are not exhausted... Our heart is not in the least weary! For it has been nourished on fire, hatred and speed!... You are astonished? It is because you do not even remember living !... Erect on the pinnacle of the world, we once

more hurl forth our defiance to the stars. Your objections? Enough! Enough! I know them! I quite understand what our splendic and mendacious intelligence asserts. We are, it says, but the result and continuation of our ancestors.-Perhaps! Be it so! What of that: But we will not listen! Beware of repeating such infamous words! Rather hold your head up Erect on the pinnacle of the world we hur forth once more our defiance to the stars!

F. T. MARINETTI. Editor of Poesia.

MR CHIROL ON "THE TIMES"

respondent were guests at the inaugural dinner isolation and threw herself upon the great on record, and that hospitality is invariably of International Journalists, Association of world-current of life, she was bound to yield afforded to all those who, in the opinion of the

the wonderful self-restraint with which the whole nation had borne the severe trial to its patriotic pride that had followed so quickly upon the flush of victory. I cannot imagine a more searching test than that to which the character of the Japanese people was subjected when a few day after the Treaty of Shimonoseki Japan was compelled under pressure from Russia, France and Germany to surrender a large part With scarcely a murmur, the whole nation, trusting to the wisdom of its leaders, acquiesced in their decision, and set itself resolutely to work for the future which in due course was so signally to redress the balance in favour of Japan's legitimate ambitions. It was the splendid temper of the Japanese people in those trying days that won, as I say, my admiration for Japan and my confidence in her future-for in that splendid temper I saw the strongest possible proof of character, and, in a nation as in an individual, character is the one essential quality which lends vital force to all other quali-Courage, tempered by wisdom, teracity tempered by moderation, the consciousness of one's strength, and at the same time of the limitations of one's strength, the recognition that every right we claim implies corresponding duties which we have to discharge, and that every privilege which we may enjoy, whether of birth or of education, of power or of wealth, involves corresponding responsibilities, equanimity in good and in evil fortune, self control and above all the spirit of self-sacrifice, these are the elements which constitute character, -and Japan has shown that she possesses many of

them in a very high degree. But, gentlemen, the character of a nation is of no sudden growth. It is the outcome sentiments and traditions matured from generation to generation through centuries. Those qualities of character which have enabled new Japan to win so high a place for herself in theworld, have, I firmly believe, been for the most part bequeathed to her by old Japan, However rapidly and successfully you have adopted and adapted to your own needs the appliances of Western civilisation, the spirit which has enabled the present generation to wield these appliances to such splendid purpose the spirit of older generations

knew nothing of western civilisation. Close as is the contact, moral and intellectual well as material, which has already been established between your civilisation and ours, it is still of much too recent date to substantially affected the inherited character the nation. Yet that such close contact Japan has already established with our Western civilisation—a contact which is bound to become closer and closer-must ultimately have a very unless it at the same time trains the character indulgence which sap the fibre of a nation. Old Japan, if I have read of your history aright went to the other extreme. Wealth, except as an attribute and a very subordinate attribute of social rank, was regarded with indifference and almost with contempt. Those who were engaged in its production were relegated to a very low place in the social hierarchy. The Japanese conception of life though cramped by many artificial conventions was on the whole based upon lefty ideals of social duty, which tended

moreover to the suppression rather than to the assertion of the individual. In no other direction, gentlemen, is the process of transformation so stupendous and fraught with so much danger to the national state can neglect, but it is a field full of pitfalls. Japan has invaded it with the same energy and intelligence which she has displayed in every other field of human activity. Great financial institutions have been created for the development of national and private credit, great commercial combinations have been formed, great industrial cities have sprung up as it were out of the ground. Without them Japan could not have stood the economic strain of the heavy sacrifices imposed upon her for the fulfilment of her national destinies. But they have inevitably also produced a new social atmosphere to which the nation still has to adjust itself. Whilst the sum total of national wealth has unquestionably increased, it has brought in its train an increasing disparity in its distribution amongst the different classes of the community, it has created new standards of comfort and luxury, it has led to the accumulation in a few great industrial centres of labouring masses severed from all the old restraints and influences of Japanese life. Within the life time of a single generation Japan seems to have travelled by leaps and

bounds over all the stages which Western coun- | representative Englishmen of all shades of opintries have covered in centuries of slowly grad- ion, and often distinguished foreigners also do Mr. Chirol, the Editor of the Tims Foreign unted and almost imperceptible transformation. not have recourse to the hospitality of The Department, and Dr. Morrison, the Peking Cor- | When once Japan surrendered her policy of | Times for an opportunity of placing their views herself up in some measure to the spirit of Editor, can in any way claim to make a useful Chirol's health was proposed by Mr. individualistic competition which however alien | contribution to the discussion of any question of Ikebe, Editor of the Asahi Shimbun, who dwelt to her own traditions has been one of the main | public interest, whether they may be on the side at some length on the exalted place occupied by generating forces of Western civilisation. It of The Times or against it. The Editor under-The Times and on the immense influence wielded rests with the rising generation in Japan, with takes no responsibility for the substance of such by it as the King of journals. Mr. Chirol in the generation that was born and has grown up letters but he nevertheless holds him fully ressince the beginning of the era of Maiji perman-For many years before I ever came to Jupan | ently to reconcile the Western and individual-I had taken a keen interest in the remarkable | istic conception of life with the great traditions onymously to the Editor obtain publication, nor history of her recent evolution, but, it was during which they have inherited from old Japan. 1895-just 14 years ago-that the interest struggle against the unreasoning conservation

Bushido spirit. have acclimatised so rapidly and so successfully | guarantee beyond challenge or appeal. in Japan, is more open to the temptations which If I have permitted myself to lay special beset the civilisation of the West, more liable to stress upon the importance of this deep succumb to the materialistic influences of the sense of responsibility, it is. Gentlemen, beof the fruits of a brilliantly conducted campaign. | modern competition for wealth. There is cause every journalist, however humble his Your statesmen, however, wisely decided that in Western countries both a higher and a sphere, can cultivate it, and because I Japan was not then in a position to offer lower conception of the functions of the public am profoundly convinced that it alone can material resistance to the forces of which those | press. Much, I firmly believe, will depend | secure not the fleeting popularity but the three Powers disposed, and that there was there. for the future of Japan on the choice of the permanent power and prestige of a newspaper, fore no alternative but to yield to their demands. path which Japanese journalists elect to tread. and it alone can enable a newspaper to discharge Johrnalism, you will be told by some, is merely a | what I conceive to be its duty towards the nation. form of commercial enterprise and the journalist | It would be idle for me to attempt to praise or to is merely the vendor of a certain class of goods. criticise the Japanese press, as owing to my His only business is to produce the wares which lamentable ignorance of your language. I can will help to sell his paper, just as it is the only claim no knowledge of it except at second hand. business of a weaver to produce stuffs or of a All I could do was to indicate, as a journalist market gardener to produce vegetables that will from a country where the press has struck older sell. His only concern should therefore be to and perhaps deeper root and may therefore consult the taste of those for whom he has to claim to wield greater influence than in any cater, and if their taste is degraded, the responsi- other, what I conceive to be the true functions bility rests with them and not with him. If of the public press I have, I fear, detained they want to be amused rather than instructed, you already too long, and I will conclude by if they prefer the spicy food of irresponsible merely expressing the hope and the belief that sensationalism and of frivolous personalities to a the Japanese press, by cultivating that more wholesome fare which appeals to the honourable sense of responsibility which I hold intellect and stimulates thought, it is not for to be the corneratone of sound journalism, will the journalist to gainsay them. All he has to prove to be a great moral and intellectual force do is, as in every other business, to supply the | both for the education of the new Japan and for_____ demand. Gentlemen, that is not so. I will not | the preservation of all that is most precious in deny that the financial aspects of newspaper enter- | the traditions of the old Japan. prise are of primary importance. The financial aspects of every form of human activity are of primary importance. Good finances are essential to the good government of a State, and they are equally essential to the making of a good newspaper. But only as a means to an end-not the all in all of journalism. For I look upon journalism as one of the chief educational forces in our modern world. In every civilised state the greatest importance is to-day very rightly attached to the education of the young, for those who are at school to-day will be the nation of to-morrow. Surely no less importance attaches to the education of the adul

members of the nation, and that is the task which to a very large extent devolves upon the press, which not only from day informs, but educates public opinion. Now, what is admit tedly the most vital feature in the education of the young? The acquisition of the most thorough knowledge for the special purposes to which the education of the individual child is directed, is undoubtedly of very great importance, but thereis something of yet greater importance, the formation of character, whatever may be the child's ultimate walk in life. However admirable_the school curriculum, however learned and experienced the professors, however scientific the equipment, education will fail of its chief object which is the production of good citizens, To admire an old picture is to pour our senti-ment into a funeral urn instead of hurling it profound effect upon the national character of the child—that is to say unless it lays the for better or for worse? That seems to me to integrity and truthfulness, of fortitude and be the greatest of all problems in regard to the patience upon which is built up the greatness future of Japan. Gentlemen, none can be more of a nation. The same may be rightly said proud than I am of the vast achievements of of the public press. However excellent may be our Western civilisation. I believe it to have the news service of a paper, however brilliant been an immense influence for good in the a pen its writers may wield, however, uphistory of the world. But I am not blind to date all its technical appliances, it will to the evils which have fastened upon it fall short of its highest mission if it forgets and from some of those evils at any rate that to it is committed the unceasing task, old Japan had remained singularly free. vear in and year out, of moulding the character The extraordinary developments of industry of the nation by example as well as by precept. commerce and finance in Western countries are The responsibilities of the press in this respect largely due to the splendid conquests achieved are in proportion to the power which it wields by the human mind in the domain of science, and everywhere its power has increased during and their beneficent effects in many directions the last century by leaps and bounds and is still are beyond dispute. But they have also u for- increasing. But nowhere, if I may be permitted tunately had other less happy consequences. to say so, does the responsibility of the press ap-The vast expansion of economic resources which pear to me to be greater than in a country like has in many ways ministered to all that is best Japan where a stupendous social revolution has in our Western civilisation has undeniably tended transformed the material conditions of the natowards a dangerously materialistic conception | tional life within the lifetime of such as myself. of life. The production of wealth has come So sudden a transformation which has after all to be too often looked upon as the supreme and been the work of only an enlightened minority, of both national and individual life. Yet it has necessarily involves a greater disparity of knownot diminished but widened the breach between ledge and therefore of experience and judgthe very rich and the very poor, and it has ment between the different classes of the comrather imported a new element of jealousy munity than is to be found at present in other and antagonism into the relations between countries where as in England the whole class and class. Thus on the one hand it body politic has moved for centuries along the has, engendered hatred and malice in the hearts same line of thought under a momentum more of the majority who toil, and it undoubtedly or less common to all classes. Insofar ther fore tends to breed amongst the minority who as the Japanese press has to minister to the possess a love of luxury and ease and self- education of a large proportion still largely unfamiliar with the new conditions of social existence to which the country as a whole is now irretrievably committed, its responsibility is, 1 hold, even greater than that of the press of other countries that have already grown old in the ways of Western civilisation. Itself a product of Western civilisation, it can set before the nation an example of what is best in that civilisation or of what is most base in it. It may give adaily object-lesson of independence and integrity, of thoughtfulness and self restraint or of the reverse. Every newspaper writer is thus, it seems to me, in his own sphere a trustee for the conscience of the nation, and in a still higher degree every editor of a newspaper. For the editor character as that which Japan is now going is responsible not only for his own work but for through in the field of industry, commerce everything which he admits into the columns of and finance. It is a field which no modern his paper. Perhaps you will allow me to illustrate my meaning by reference to the paper with which I have the honour of being connectedespecially as the two points to which I propose to refer lie entirely ontside of my own province.

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ponsible for their genuineness and bona fides. In no circumstances would a letter sent an-

would any-letter be published that was obviously the first visit which I paid to this country in The veteran leaders of Meiji had to wage a severe | written to serve personal interests or personal malice. If for reasons which appear sufficient which I had hitherto felt as a student of socio- of the old spirit of Bushido in order to throw their to the Editor the writer prefers to write over logy ripened into genuine admiration and con- country open to the stimulating influences of an assumed name rather than over his own fidence in her future. What chiefly impressed our Western civilisation. Upon the following signature, the public feels nevertheless just as me at the time was not so much the warlike | generations will, I imagine, devolve a task scurcely | fully assured of the bona fides of the letter as the qualities nor even the admirable efficiency and less difficult and assuredly not less lefty-namely writer does that his identity will never be the great powers of organisation which Japan | that of preserving against the rising tide of | betrayed. The columns of The Times in which had just dispayed in her war against China, but | Western influences all that is best in the old letters to the Editor appear, constitute an important national record of all shades of public That is a task, gentlemen, in which the press opinion in rega d to every great controversial of Japan can, I am sure, and will play a most question of our times because of the responimportant and beneficent part. At the same sibility of its successive editors has come to be time none of the Western institutions which you I universally accepted in all cases as an absolute

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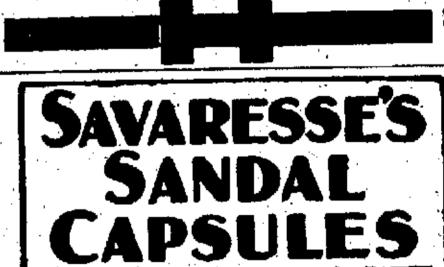
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